



Price: Per Case, 1 doz. qts., Duty Paid—\$26.00.

SOLE AGENTS
GANDE, PRICE & CO., LTD.
No. 8, QUEEN'S ROAD CENTRAL
Tel. Central No. 135. HONGKONG.

DAIRY FARM NEWS**KRAFT LOAF CHEESE**

No Rind—No Waste—100. Cheese
80 cents Per lb.

AUSTRALIAN CHEDDAR

Flavour Unexcelled
80 cents Per lb.

COULOMMIER

Own Make
40 cents Per Pat.

Harmless to Clothes or other Fabrics
LOTOL
Instant Death to All Insects and Germs
Scientifically Prepared by Expert Chemists
Spray Freely in Home or Office

Obtainable at Leading Dispensaries and Stores.

REFUSE SUBSTITUTES.

For

EVERYTHING ELECTRICAL

Get an estimate from

THE HONGKONG HOTEL COMPANY.

Electrical Dept., Peddar St.

**PRESCRIPTIONS**

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here, and the result will be satisfactory.

THE PHARMACY,

Taz Red Building (Opposite Ice House St)

NO CONFERENCE ON DISARMAMENT. GOVERNMENT'S DECISION. LOOKING TO THE LEAGUE.

The House of Commons on July 23rd discussed Disarmament on the motion of Mr. Ramsay MacDonald, and also on an amendment persuasively put forward by Mr. O'Neill and Brig.-Gen. Cockerill. Disarmament was warmly approved by the advocates of both, but the suggested methods of attaining it were widely different. The Labour-Socialist leader called on the Government to summon a Conference of the Powers immediately; the Government declined this as most inopportune, but accepted the recommendation of the amendment that "at the earliest favourable opportunity" His Majesty's Government should use its influence to the utmost extent both through the League of Nations and otherwise to prevent a recurrence of such international competition and bring about a general limitation of armaments." There voted in the division:

For the motion 169
Against 293
Government majority 117

The Prime Minister, who spoke last and wound up the debate, laid stress on the feeling expressed in all quarters of the House that if civilisation was to be saved, even at its present level, it behooved all people in all nations to do what they could to save what they had, so that they might use it as an advantage ground for further progress rather than run the risk of all slipping into the abyss. The Government believed that an attempt at this moment to convene an international conference would not only not lead to success, but would lead to an indefinite postponement of any possibility of achieving the end which all desired. In his view, this problem could not be approached with any chance of success until the condition of Europe with regard to reparations and the security of frontiers was settled. When that was done he had good hopes of achieving disarmament by agreement, which he believed to be essential for the future progress of civilised mankind, and the Government would examine with the utmost sympathy the exploratory work now being carried out by the League of Nations.

At an earlier hour Sir Samuel Hoare, the Air Minister, had clearly indicated the Government's general view, which is wholly favourable to the limitation of armaments, but which takes note of existing facts and of the practical difficulties with which the question is hedged about. Disarmament must be general—isolated action is useless, and even dangerous—and there must be moral before there can be material disarmament, meaning by the former a general discarding by the nations of suspicion and fear. The Government have a perfectly open mind; their "good faith" is transparent, "for they have already made big reductions," as Mr. Asquith admitted—but they were quite certain that the moment was unfavourable for a Conference, and that Conferences are useless unless a programme has been carefully worked out. As to the recent increase in the British Air Force, which Mr. MacDonald had condemned without qualification or reserve, Sir Samuel insisted that this increased force was a regrettable necessity, that it was only a fair minimum for home defence, that it was based on this country, and would not be available for aggressive and hostile operations beyond the reach of our home bases. He pointed out, however, in detail the extraordinary difficulty attaching to proposals for limiting air force compared with that of limiting the number of capital ships, as had been done at Washington.

A NEW RACE OF ARMAMENTS.
The debate was opened by Mr. MacDonald in a speech of great earnestness, but which was spoiled by an almost intolerable arrogance. The Leader of the Opposition waxed easily eloquent about the peril of beginning a new race of armaments, but just as during the war he never could bring himself to pronounce his countrymen a shade less blood-guilty than the enemy, so now he gives them no credit for having gone much further along the road of disarmament than their possible rivals, and he orated at large about mankind being bewitched and bedevilled, and about no victory being possible in the next war—just as though he were another Norman Angell—and about our dooming ourselves to ultimate destruction unless—unless what? It was for that all his auditors were waiting. But Mr. MacDonald's only panacea is that we must strip ourselves bare of armour just to set an example to others and depend on the inter-dependence of the nations, whose joint decisions are to be "enforced" by public opinion. So it was all in the air as usual. The whole speech was a coloured balloon.

And Mr. Asquith came very near to joining him in the air, though he did say that he was not prepared to leave his front door quite so wide open at night as Mr. MacDonald. But he too, talked about the necessity of our setting an example, and about trusting to the "coercive" force of "general public opinion," though he added the characteristic Asquithian parenthesis that we cannot yet dispense with "practical guarantees." He agreed, too, with the Government, that the League of Nations is the proper tribunal to appeal to, and that the idea of calling a conference now is entirely inopportune. Indeed, a committee of the League of Nations is already bestirring itself on the subject of disarmament, and is apparently inclined to favour the idea of granting powers of delegation to certain nations, with authority to make the collective will effective. Mr. Asquith seemed favourably disposed towards that idea, but it was only scolded in the vaguest outline. Where he most wholeheartedly agreed with Mr. MacDonald was in his vigorous condemnation of what he called "the disputable and hazardous adventure of Singapore." He

appealed to the Government to stay their hands, to refer the matter to the Imperial Conference, and to lay before Parliament and the country the expert evidence of its necessity on which they have come to their decision.

SECURITY FOR FRANCE.

Mr. O'Neill set forth the favourable and unfavourable elements in the international situation, and warmly recommended that we should remain to France a guarantee of security against aggression, in the hope of allaying her fears. He argued that the safety of France must depend on her alliances, but all this part of his speech was unavailing to the Labour-Socialist members, who are against renewing any sort of past whatsoever with France.

General Cockerill quoted historical examples with good effect to show that British unreality for war has been a fruitful cause of our being driven into war—an argument which most other speakers totally ignored, though General Davidson pleaded that it was necessary for us to take measures for our own protection without provocation to other countries.

Mr. Fisher made an important contribution to the debate, agreeing that it would be a mistake to call an international conference, and that if we were to have peace in Europe France must have reasonable security. Speaking of a recent visit to Germany, he expressed his alarm at the growth of hostility and militant feeling excited by the French occupation of the Ruhr, which, so far from bringing France security, was likely to bring her just the reverse. He urged the Government to do everything in their power to bring about a settlement in that region, which was the key to European peace.

The upshot of the general debate was that the Socialist demand for a conference met with practically no support elsewhere than on the Socialist benches.—Daily Telegraph.

P.&O. BANKING CORPORATION LIMITED.

(INCORPORATED IN ENGLAND 1923)

with which is affiliated

THE ALAHABAD BANK, LTD., INDIA.

AUTHORISED CAPITAL ... 25,000,000
SUBSCRIBED AND PAID UP ... 22,584,150
RESERVE FUND ... 217,000

HEAD OFFICE

122, Leadenhall Street, London, E.C. 3.

WEST LONDON BRANCH:

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

C. CHAMPKIN

32, Des Vaux Road Central, Hongkong.

THE AMERICAN EXPRESS CO. INCORPORATED.**HEAD OFFICE:**

NEW YORK CITY.

INTERNATIONAL BANKING-SHIPING-TRAVEL.

Eighty Offices are established in the Principal Cities of the World to provide Commercial Organizations and Private Individuals with a complete World Wide Banking, Shipping and Travel Service.

COMMERCIAL LETTERS OF CREDIT. DEPOSIT AND CURRENT ACCOUNTS.

FOREIGN EXCHANGE.
LETTERS OF CREDIT.
TRAVELERS CHEQUES.
LETTERS OF CREDIT.
STEAMSHIP PASSAGES.
HOTEL RESERVATIONS.
BAGGAGE INSURANCE.
CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCHANGE.

Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE,

Manager.

RUSSO-ASIATIC BANK.

CAPITAL (FULLY-PAID) ... 55,000,000
RESERVE FUND ... 25,900,000
CAPITAL CONTRIBUTED BY THE
RUSSIAN GOVERNMENT ... 2,500,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:

Paris 9, Rue Boudreau.

LONDON OFFICE:

64, Old Broad Street, E.C. 2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie & Co., Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank—Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun Hankow Manchouli Tientsin
Chiofo Harbin Newchwang Urumtsch
Dairen Hongkong Peking Yokohama
Hankow Shanghai

HONGKONG BRANCH.

Interest allowed on Current Accounts and Fixed Deposits. Terms on Application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.
R. A. RODGERS,
Manager.

THE HONGKONG HOTEL CO. LIMITED ANNOUNCEMENT.

Owing to the receipt of numerous complaints from patrons as to the incivility of various members of the Staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits", we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2.—in this Ordinance

- (a) "Cash" means any coins or notes current in the Colony.
(b) "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.

3.—(1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.**(2) Sub-section (1) of this section shall not apply to the following:—**

- (a) any sale by the proprietor of an hotel to a person residing at the hotel;
(b) any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
(c) any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.

4.—Where any intoxicating liquor is sold by a servant or employe in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.**5.—Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.**

The co-operation of our Patrons, with a view to assisting us to carry out the provision of the Liquors Ordinance, is respectfully requested.

For and on behalf of

THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKEN,

Secretary.

Hongkong, 15th August, 1923.

W. P. SIMPSON

(LATE OF DISS BROS.)

TAILOR & BREECHES MAKER

has opened Business at

ASTOR HOUSE BUILDING

Queen's Road Central.

2nd Floor.

Tel. Central 2313.

P. O. Box 530

HAWTHORNE & PEARSON**LADIES' & GENTLEMEN'S TAILORS****AND BREECHES MAKERS**

St. George's Buildings, Ice House Street
Next to Cafe Wiseman.

"Boy! A Good Smoke, my Slippers and Armchair."

THE HONGKONG CIGAR STORE, LTD.

Do not supply Slippers and Chair, but they do supply a

GOOD SMOKE.

When in doubt about your eyes or your glasses

Consult

CHINESE OPTICAL CO.

Eye-sight Specialists.

67, QUEEN'S ROAD CENTRAL

Hongkong

"DECOLITE" FIRE-RESISTING FLOORING

(Awarded Gold Medal Franco-British Exhibition)

JOINTLESS, HYGIENIC & NON-SLIPPING

Laid by Our Own Workmen on

STEEL, WOOD OR CONCRETE.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

Tel. Central 236.

2, Queen's Buildings.

THE CHINA DISPENSARY

CHEMISTS & DRUGGISTS.

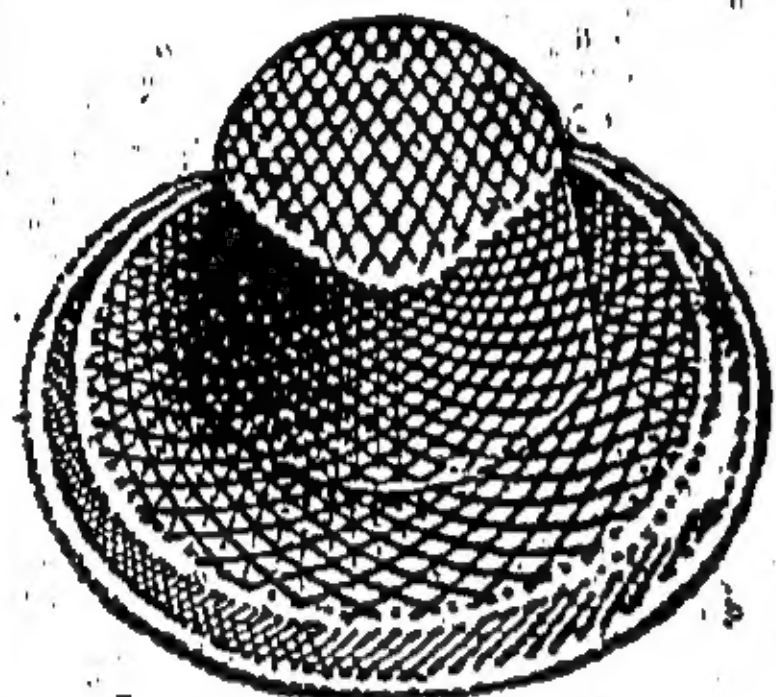
PERFUMERY, TOILET ARTICLES, PATENT MEDICINES
DRUGGISTS' SUNDRIES, Etc.

We ask you to compare Values.

82, QUEEN'S ROAD C.

PHONE 2598.

SALE NOW ON



A FRESH STOCK OF
MANILA HEMP HATS
FOR LADIES.

Latest Styles,

Various Colours and Shapes

AT LOWEST PRICES.

Come Now!

Come Early!!

Don't Miss the Opportunity!!!

SWATOW DRAWN WORK CO.

16, Des Vœux Road Central, Hongkong.

P. O. Box 445.

Telephone No. 2880

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

— DRY DOCKS —

Length 787 Feet.

Length on Blocks 750 Feet.

Dept. on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

— THREE SLIPWAYS. —

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.).

TEL. ADDRESS: "TAKOO DOCK," HONGKONG. AGENTS.

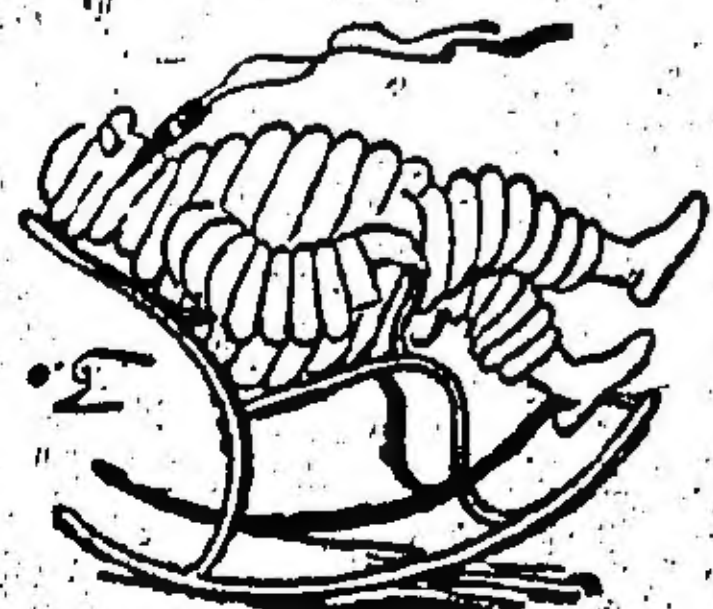
TELEPHONE No. 212.

HONGKONG, CHINA & JAPAN.

CALL FLAG: "O" OVER ANY PERMANENT.

MICHELIN

CUSHIONING CAPACITY



ENSURES

COMFORT

Sole Agents:

LEPACK CO., LTD.

50-52, Queen's Rd. C.

SINGAPORE.

THE STRAITS IN HISTORY.

PROJECTS FOR A BASE.

Sir Frank Swettenham, a former Governor of the Straits Settlements, in a letter to *The Times* last month, wrote:

As there is no longer any doubt that to the Legislative Council of the Straits Settlements belongs the credit for their *beau geste* in giving to the Crown the 2,547 acres of land required for the Admiralty dock and the aerodrome, it is of interest to recall the fact that in June, 1890, long before the acquisition of Singapore, it was proposed to build in Penang a dock "fit for the larger rates of ships of his Majesty's Navy," with "sufficient space in its immediate neighbourhood for erecting the necessary warehouses, workshops, and all other buildings which an establishment on this extensive scale may require, nor forgetting the very material point of the facility which such situation may possess of being effectually fortified against the attack of enemies from sea or by land."

A Mr. Paul Tate was sent out from England with the title of "Officiating Chief Engineer," and he duly reported his views on the construction of "Docks and the requisite erections for a naval arsenal on Prince of Wales Island," recommending a site on Pulau Jerejak. In the course of further correspondence Mr. Tate had the temerity to address a letter to the Governor and Council, and the reply contained the following passage:

They consider your conduct in addressing them in the manner you have presumed to do in that letter as highly disrespectful to them, and improper in you, as a subordinate officer in their service, and altogether so deserving of censure and punishment that were they not convinced it could have been dictated only by your ignorance of what is decorous and becoming in a person in your situation under them, they would have immediately suspended you from your office and sent you to Europe by the first opportunity.

That was how the Honourable East India Company maintained discipline in their time and Mr. Paul Tate wrote an abrupt reply asking to be allowed to withdraw his letter, which was not really offensive. A number of other people joined in the preliminary work of investigation and the correspondence, which continued for more than a year, appears to have been closed by a memorandum from the Governor, Mr. Philip Dindas, in which he questioned the ability of Mr. Tate to carry out successfully so great a work, and decided that all the papers and plans must be forwarded "to the Court of Directors for their Order and Decision before we proceed further in this momentous undertaking."

The proposal to create a great naval base in the Straits of Malacca is, therefore, not exactly new, but Governor Dundas was prophetic when he expressed the fear that he would not live to see it done, though that had been his ambition.

Thirteen years later Raffles secured Singapore for the British Crown. Though he was merely an intelligent civilian, and neither the Government of the day, nor the Admiralty, nor yet the War Office had ever suggested the acquisition of Singapore as a naval or military station, Raffles, in June 1819, only six months after the occupation of the place, had the presence to write: "You may take my word for it, this is by far the most important station in the East and as far as naval superiority and commercial interests are concerned, of much higher value than whole continents of territory." The extension of British influence over the Malay Peninsula has added enormously to the value and importance of Singapore and the other British possessions in the Straits of Malacca.

Experts seem to differ as to the necessity for spending many millions on the construction of a naval base at Singapore, but the contention that we are precluded from taking this course by anything that was said or implied at Washington seems fantastic. Last Thursday the First Lord of the Admiralty, replying to criticisms, said: "Whether it would be necessary to increase that garrison"—i.e., Singapore—"or whether the present garrison, with the strengthening of the air side, would be sufficient, was a matter which in the course of the next few years could be carefully scrutinized and worked out. But there was no desire on the part of the Admiralty or of the Committee of Imperial Defence to rush the country into great expenditure and to build a powerful *place d'armes*." Probably it is not realized that for many years the Colony has been made to pay for the Singapore garrison and the exaction has caused much soreness. If the Dock is built and whether or not the garrison is increased, it can hardly be disputed that the great commercial docks and coal stores are defended for Imperial purposes, and I trust that it will be made clear that no increased burden will be thrown on a Colony which has never failed either in loyalty or in generosity.

KENYA COLONY.

BRITISH GOVERNMENT'S

DECISION.

A memorandum summarising the history of the Indian question in the Kenya Colony and Protectorate, and explaining the Government's general policy upon what has become a matter of acute controversy, was issued on July 24th, as a White Paper from the Colonial Office.

In epitome, the following are the Government's conclusions:

Self-Government: The grant of responsible self-government for Kenya is out of the question within any period of time which need be taken into consideration.

The existing system is best calculated to achieve the aims of the British Government.

The Franchise: The elective system for representation on the Legislative Council to be based on a communal franchise under which European and Indian constituencies would be demarcated independently, the qualifications for admission to the voters' roll would not necessarily be the same for the two communities, and while Europeans would vote for European candidates, Africans would vote for Indian candidates. A communal franchise provides (1) a framework into which African representation can be fitted in due season, and (2) for the immediate grant of representation to the Arabs of the coast.

Qualifications for Voters: Europeans, adult suffrage; Indians, and Arabs, "a wide franchise" to be considered by the Governor with the Indian and Arab communities.

Qualifications for Candidates: A knowledge of the English language, and conditions similar to those imposed upon voters.

Numbers on Legislative Council: Indians: Five elected unofficial members.

Arabs: One elected, and one nominated official member.

Europeans: Eleven elected members, and nominated official members sufficient to maintain an official majority on the Council.

Africans: One nominated unofficial Christian missionary.

Executive Council: Present position maintained, except that the Governor can nominate a suitable person to represent the Africans.

Municipal Councils: Proposals for elections, upon a communal basis—if any—to be forwarded by the Governor to the Colonial Secretary for consideration.

Segregation as between Europeans and Asiatics in the townships must be abandoned, but will be continued as between the native and immigrant races.

Reservation of the Highlands: The existing practice of reserving the Highlands to Europeans to be maintained as regards both initial grants and transfers. An area in the Lowlands to be set aside for Indian agriculturists, if any.

Immigration: Proposals for control to be submitted to the Secretary of State by the Governor, in concert with the Government of Uganda.

HARDER WORK IN PRISONS

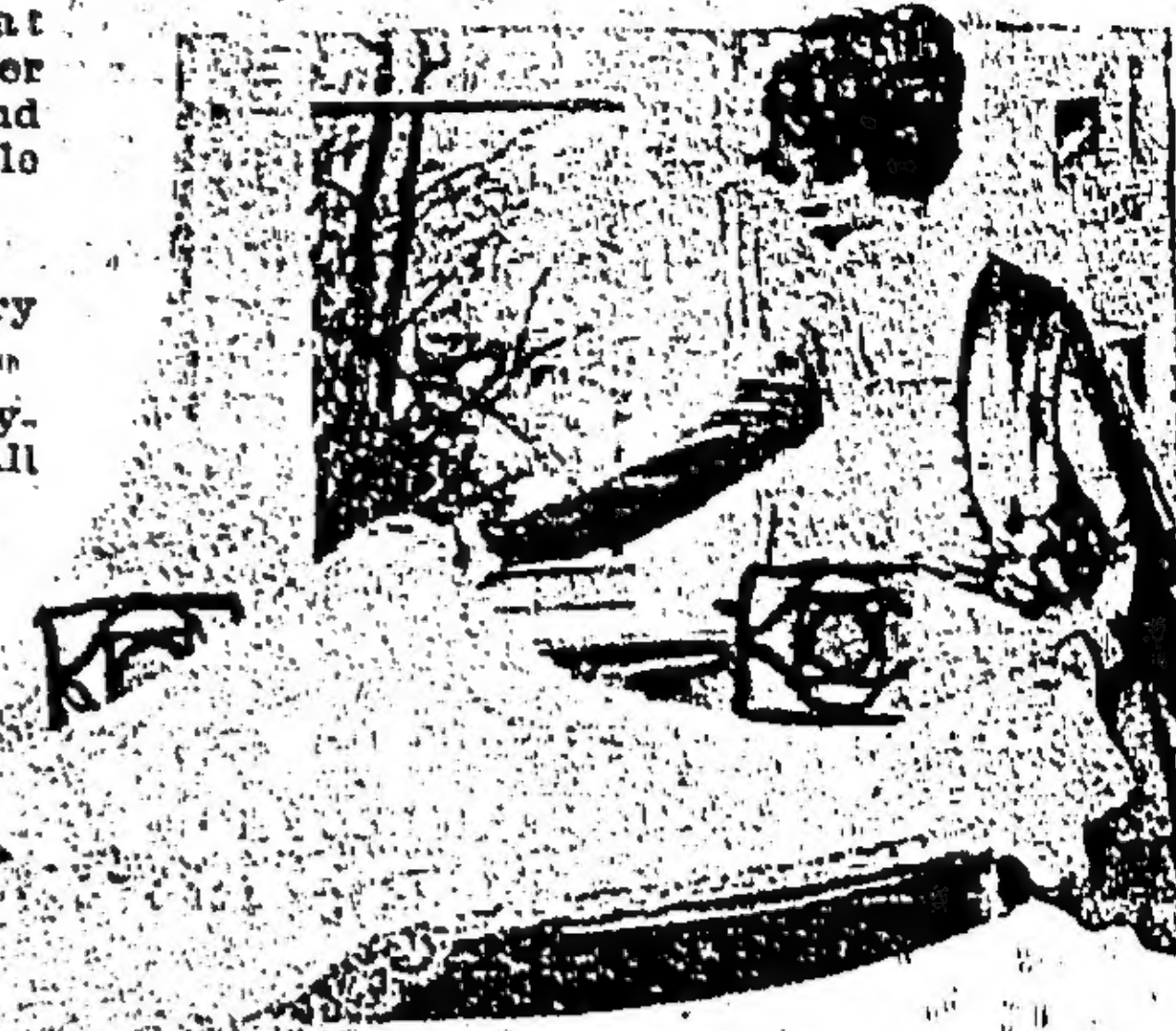
Mr. Alexander Paterson, one of his Majesty's Prison Commissioners, addressing the Liverpool Rotary Club on July 10th, said the recent prison changes were not confined to privileges and luxuries, but were part of a determined policy to make prison a place of training. Hours of labour were going to be much longer and the work far harder. "Physical jerks" were being introduced in place of slow walking round in a circle, and when work was over there were educational classes. The normal prison day would soon be fifteen hours of activity, mental or physical, for every fit prisoner.

Do you take a Pride in your Table Linen?

Has your Cloth, Fine Spreads, Centre Pieces got that Snowy Whiteness and Fine Gloss that makes other Women Proud of their Table Linen?

Sanitary Laundry Service.

Dyeing and Dry-cleaning of all Descriptions.



STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAU MATI, Tel. K 32.

HONGKONG DEPOT: 16, Stanley Street, Tel. C 1279.

62, Praya East.

KOWLOON DEPOT: 19, Canton Road.

CANTON: 19, Shark Central East.

Write or Phone for PRICE LIST.

YE OLDE PRINTERIE, LTD.

COMMERCIAL PRINTERS, ACCOUNT BOOK MAKERS, Etc.

14, QUEEN'S ROAD CENTRAL.

Telephone 3797.

V. C. LABRUM, Managing Director.

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS

MITSUI BUSSAN KAISHA, LTD.

HONGKONG.



Is your kitchen free from flies, ants and cockroaches?

Flyosan will put an end to the filthy, food-polluting flies.

Flies just can't stand Flyosan.

HAVE YOU GOT YOUR REFILL
FROM ANY DISPENSARY?

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

August 29th, 1923.	
Hongkong and Shanghai Banks	\$ 1,095 b, 1,100 ss.
Union Insurance	\$ 231 b.
"Star" Ferries	\$ 61 b.
China Sugars	\$ 214 s.
Langkate (Combined)	Tls. 303 b, 304 ss.
Whampoa Docks	\$ 1504 b.
Hongkong Lands	\$ 85 b.
Ewo Cotton Mills	Tls. 124 b.
Shanghai Cottons	Tls. 79 b.
Coments	\$ 2835 b.
China Providents	\$ 244 b.
Watsons	\$ 214 b.
China Lights	\$ 147/1480 ss.
"Shell" Transports	70/6 b.

JOHN I. THORNYCROFT

AND CO., LTD.
SHIPBUILDERS AND ENGINEERS
London, Southampton and Basinstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS
MARINE AND STATIONARY OIL ENGINES 8 TO 90 H.P.

MOTOR VEHICLES 2 TO 6 TONS.

WATER-TUBE BOILERS.

For Quotation, Apply—

ROBERT DOLLAR BUILDING,
SHANGHAI.

Exceptional value in

Golf Hose



We have just received a line of Knicker
Hose which for quality, appearance and hard
wear are unsurpassed, and are the best value
ever offered.

These excellent stockings in various weights and
colours are

only \$4.00 per pair.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building. Des Vaux Road.

PREPARE FOR THE WET WEATHER.

BUY ONE OF OUR
HIGH GRADE
RAIN COATS

they have
UNRIVALLED WEARING QUALITIES

PRICES TO SUIT ALL.

THE SINCERE CO., LTD.

LAST 5 DAYS

OF

WHITEAWAY'S SALE

(SPECIAL BARGAINS

HALF PRICE

ONE THIRD PRICE

QUARTER PRICE

ALL REMNANTS AND ODDMENTS
MUST BE CLEARED.

WONDERFUL BARGAINS

ONE DOLLAR

WATCH WINDOWS DAILY.

SPECIALLY—This Week will be Your Last Opportunity of Replacing
Your Typewritten Letters at Sale Prices

DO NOT MISS IT.

SALE ENDS ON FRIDAY, AUGUST 31st.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

INTERESTING ARMS CASE.

DODWELL'S ASSISTANT COMPRA-
DORE BEFORE THE COURT.

IMPORTANT DISCLOSURES: TWO
FRENCHMEN DETAINED IN GAOL.

There were important disclosures made at the Magistrate's yesterday afternoon, during the hearing of the case. Yut Man Hon, an assistant compadore in the service of Messrs. Dodwell and Co., Ltd., was charged with having in his unlawful possession one Luger pistol and one revolver (spoke unknown) without the permission of the Captain Superintendent of Police. The case was heard by Mr. Wood.

At the previous hearing of the case, Mr. T. H. King (Deputy Superintendent of Police) prosecuting, hinted at the seizure of important documents which might involve further charges being brought against the defendant. Yesterday Mr. F. C. Jenkin (Barrister-at-Law), instructed by Mr. D. H. Blake, of Messrs. Wilkinson and Co., appeared for the defence and questioned the Deputy Superintendent as to the documents and amongst other things it came out during this cross-examination that two Frenchmen are at present detained in Victoria Gaol, as a result of an examination of the documents. It was also revealed, according to Mr. King, that the defendant contemplated sending guns to the Kwangtung Government.

At the outset of the case Mr. King proposed to give his evidence without the usual formality of making an opening statement. The Magistrate assented to this, but before Mr. King's evidence was taken Mr. Jenkin asked if the case was one for committal.

His Worship said that he was at present hearing evidence for committal, but if he altered his mind he would inform Mr. Jenkin of his decision.

Mr. King said that on August 14th at about 6 p.m. he went with a party of police to Messrs. Dodwell and Co.'s premises, No. 2, Queen's Building (ground floor) which was used by the compadore. Mr. Weall, the manager of the firm, was present and a room was pointed out to him as the office of the assistant compadore. Witness left the police there and went away, returning about 6.45 p.m. and found the police still there. Mr. Weall was again present. Witness then waited for the defendant to arrive, who came in answer to a telephone message between 6.45 p.m. and 7 p.m. He was pointed out by Mr. Weall as the assistant compadore. The defendant, accompanied by Mr. Weall and the witness, went into his office and in his presence a desk was searched. Two of the drawers were locked. The defendant produced keys for these drawers and, as he did so, he pointed to a locked drawer on the right hand side and said: "In that drawer there are two revolvers. They were left with me by a friend." The drawer was unlocked and a parcel tied with a piece of string was produced. The paper wrapping was *The News of the World*, dated June 10th.

The Magistrate: What paper is that?

Mr. King: It is a London paper, your Worship.

Continuing, Mr. King said that inside the paper there was a small towel and inside the towel were the two weapons. One was a Luger pistol with magazine and the other was an unnamed .38 calibre long-barrelled revolver. The defendant saw the firearms found and he was placed under arrest.

Cross-examining, Mr. Jenkin asked:

There was a safe inside the office, Mr. King?

The Witness: Yes.

And was that opened on the same occasion?—Yes, opened and examined on the same occasion.

Opened by a key in his possession?—Yes, he produced the key.

Therein were found certain documents?—Yes.

Relating to arms?—Yes.

Of which you took possession and now produce?—Yes, I can produce them.

Mr. King then explained that only a part of the documents related to arms.

The Magistrate (to Mr. Jenkin): Have you seen these documents?

Mr. Jenkin: No, I have not seen them, but Mr. Blake has seen them.

Mr. King further explained that all the documents relating to arms were produced. There were also some telegrams produced though he could not say definitely if they related to arms.

The Magistrate: I hope I won't be puzzled with documents not relating to this case.

Mr. Jenkin: Oh, no, your Worship, I want to make them exhibits so that I can have freedom of access to them.

In reply to the Magistrate, Mr. King said there were eight documents.

Mr. Jenkin: Actually three of them are political, rather than referring to arms, and on the face of these documents they would appear to indicate the transporting of arms—rifles, etc.—into Kwangtung Province by the officials of the Kwangtung Government?

Mr. King: Either actually or contemplated. I cannot say for certain.

And the defendant's name appears on a number of these documents?—Yes.

Is this lady known to you (reads out the name of Wong Chong Hon alias Wong Hing)? Is not she the widow of a General?—I have no actual knowledge of her. I came across the name in these papers and I made enquiries.

She is sometimes referred to in the documents as Mrs. Wong Hing, widow of General Wong Hing?—Yes.

And he was a General under Sun Yat Sen?—I am not prepared to say that.

But they were working together?—Yes.

And since her husband's death she is working with or for Sun Yat Sen?—I cannot say.

Did your enquiries get any further than that she was the widow of a Chinese General?—No.

(Continued at foot of next column.)

SUPREME COURT.

BANK LOAN CASE ADJOURNED
"SINE DIE."

The case in which the Yik On Bank claims from Yuen Hsueh Kui, a merchant, the sum of \$73,923.26, principal and interest on money lent, was adjourned sine die yesterday morning.

Mr. C. G. Alabaster, K.C. (instructed by Mr. M. M. Watson, of Johnson, Stokes and Master) appeared for the plaintiff bank, and Mr. F. C. Jenkin (instructed by Mr. G. K. Hall Brutton) appeared for the defence.

CRIMINAL SESSIONS.

BEFORE THE PRISON JUDGE (HIS HONOUR MR. JUSTICE COMPTON).

MURDER CHARGE WITHDRAWN.

The rattan dealer Mok Tak, charged on Monday with the murder of Lai Fung, was discharged, the case being withdrawn by the Attorney-General (Hon. Mr. J. H. Kemp, K.C.).

The reason for the withdrawal of the charge lay in the contradictory evidence given by the dead man's brother. Mok Tak and Lai Fung were both rattan dealers in McGregor Road, Wanchai. On June 15th Lai Fung was attacked by a number of men in McGregor Road, and stabbed to death. His brother witnessed the affray, and in his evidence swore that accused was one of the men.

Cross-examined by Mr. Campbell Prosser, counsel for the defence, he denied a number of statements attributed to him in the depositions from the Magistrate. He also became confused on matters of detail, concerning the house from which the deceased's attackers came.

At the completion of this man's evidence, the Attorney-General stated that, in the circumstances, he felt unable to continue, and would withdraw the charge. He did not think the case should go to a jury.

The accused was accordingly liberated.

THE ARMED ROBBERY SENSATION.

KNUTE HANSEN AND MATTY SMITH
BEFORE THE U.S. COMMISSIONER.

Evidence was taken in the U.S. Commissioner's Court for China, last week. N. E. Lutton on the Bench, last week, with reference to the charges of armed robbery preferred against John Knute Hansen and Matty E. Smith, two well-known boxers. It is alleged that they in company with two other foreigners and four Chinese participated in a robbery at No. 8 Kin Leong Ka (an alleyway between Homan and Shantung Roads) on Monday evening. They are said to have procured two motor-cars and driven to the spot, walked into the premises and at the muzzle of a pistol held up the occupants and taken off several boxes containing clothing and in addition a small portion of opium. Dr. Sellett appeared for defendants and Mr. C. P. Holcomb acted as United States Special Attorney.

The case is not yet concluded.

You have two Frenchmen under detention in Victoria Gaol at the present moment?—Yes.

The names of one of them appears at least on some of these documents—The name does appear on the exact copy of one of the documents.

Is their detention in any way connected with matters evidenced in these documents?—Their detention is connected with a document on which one of their names appears and on which the defendant's name appears also. I cannot produce that document at the present moment. It is on another file but I can produce it.

Was that document a counterpart of these documents produced in Court?—No. Did it have any reference to similar matters?—Yes.

Referring to the firearms, Mr. King said in reply to further questions that the revolver was a brand new weapon of a very common type. The Luger pistol, he said, was of a very modern type. No ammunition was found.

Whilst the Magistrate was reading out Mr. King's completed evidence, Mr. Jenkin, referring to the transporting of the arms, said that he should have said that the arms were to be transported from Europe, perhaps via Hongkong.

Evidence was then given by Sergeant Lane to the effect that the defendant possessed no licence to have the arms specified in the case; and by the Chinese interpreter who took the defendant's statement when first charged. On that occasion the defendant said: "I have nothing to say."

Mr. Jenkin asked if Mr. King could be recalled in view of what might be reported in the Press as to the defendant's statement in answer to the charge and in view of the possibilities of the case going before a jury.

The Magistrate complied with the request and Mr. King was asked: Before the defendant made that answer to the charge a message was conveyed with your consent to the defendant from his solicitor, advising him to reserve anything he had to say until a later date?

Mr. King: That is so.

This was the case for the Crown and the Magistrate said that he would have to look through the documents before he could decide whether or not it was a case for committal.

Mr. Jenkin said that if his Worship decided to commit he would reserve his defence, if, on the other hand, the case was to be dealt with summarily he would ask leave to argue.

The case was then remanded to Friday next, the defendant being allowed out on the same bail (\$10,000) as before.

ACCIDENT TO S.S. 'SUI TAI.'

PROPELLOR HITS SUNKEN JUNK
AT MACAO.

The Hongkong and Macao Steamboat Co. are running only one steamer a day to Macao at present, leaving Hongkong on week-days at 8 a.m. and leaving Macao on the return journey at 2 p.m. On Sundays the times are 9 a.m. from Hongkong and 4 p.m. from Macao. This service will be maintained by the *Sui Tai*.

Her sister-ship the *Sui Tai* is laid up to have her propeller repaired. Whilst the *Sui Tai* was turning into the inner harbour of Macao on Sunday afternoon her stern came into contact with a junk, which had been sunk during the recent typhoon with a cargo of stone. One propeller blade was snapped off, whilst the tip of another was broken. The steamer was returned to Hongkong and is lying at her wharf till she can go into dock for repairs. There is great pressure of work at the local docks at present, owing to the recent typhoon, and it will not be possible for the *Sui Tai* to go into dock to-morrow.

\$3,000 FINE.

UNLAWFUL POSSESSION OF OPIUM.

An old Chinese woman was fined \$3,000 with the alternative of six months' imprisonment by Mr. Melbourne, at the Magistrate's, yesterday, for having in her unlawful possession 30 taels of raw opium.

The woman was defended by Mr. R. E. A. Webster, who after a brief conversation with his client in Court, announced to the Magistrate that he could not make out clearly what the woman wished to state. From what he could gather the opium had been given to her by a man in Saigon. She did not appear to possess marked intelligence and he appealed to his Worship to deal with her as lightly as possible.

According to the Revenue Officer in charge of the case the opium was found concealed in coconuts.

The Magistrate imposed the fine stated above.

JAMAICAN SENT TO PRISON STOLE FROM HIS BENEFACTORS.

Arthur Whittle, a coloured native of Jamaica, who said to have served in a native regiment until a year ago, was sent to prison yesterday morning by Mr. J. R. Wood, for three months with hard labour for the theft of \$95 and two electric fans the property of the Kowloon branch of the Soldiers' and Sailors' Home, on July 31st.

Sergeant Portallion, who prosecuted, said the man had 35 cents in his possession when he arrested him.

GUNBOAT "PATRIA" COLLIDES WITH A JUNK.

There was a collision between a junk and the Portuguese gunboat *Patria* on the early morning of the 27th inst., in Hung Hom Bay, near Cust Rock. The gunboat was coming out of Hung Hom Bay and the junk was proceeding towards Kowloon Bay.

The master of the junk has reported to the police that damage to the extent of \$470 was done to his boat. No lives were lost and no one was injured.

CHINESE MERCANTILE MARINE OFFICERS.

THE CHINA MERCHANT S.N. CO.'S
SCHEME.

While there will be general approval of the action of the China Merchants S.N. Co. in instituting a school for the training of Chinese officers in navigation, it is only right, says the *H.K. Daily News*, that we should point out that no matter how much training a Chinese gets under that scheme, there is no provision to-day for his getting an officer's certificate. Our readers will doubtless realize what this means in its broad aspects. In the widest of these it comes to this, that while all manner of individuals have been deluding the world with tales of the progress made by China along the lines of Western civilization, she has yet not thought fit to make proper provision for the safety of ships, passengers and cargoes at sea. Every other country which likes to apply the title "progressive" to herself, has a Board of Trade or other Government department which issues certificates to men who have passed certain examinations in seamanship, navigation and so forth, and none but these are allowed to assume positions of responsibility aboard of her mercantile marine. In spite, however, of repeated advice from foreign flags, China has never thought fit to enact such provisions. Let us look how it will operate now. The China Merchants S.N. Co. propose to spend a great deal of money—very properly—on training Chinese to become officers, and doubtless these cadets will be thoroughly efficient to hold such positions at the end of their training. They will probably then receive a diploma stating their qualifications from the company, but as matters at present stand they will not be able to get a Government certificate which would entitle them to rank with the officers of other nations. Actually the Chinese Government has put itself in the position of having refused to consider the qualifications demanded by other nations necessary on the part of Chinese. By doing so it is damping its own nationals, not giving them a fair chance to compete with those of other countries.

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A, CHATER ROAD (3rd floor), to which address all correspondence should be directed. Hongkong, 16th July, 1923.

NOTICE.

OWNERS and DRIVERS of MOTOR VEHICLES are hereby notified that the Coastal Road to CASTLE PEAK will be OPENED on SUNDAY, the 29th inst. Care must be taken on the Section between TIN KAU and TSING LUNG TAU where the wash out occurred, as Only One Car at a Time can pass over this Section. E. D. C. WOLFE, Captain Superintendent of Police. Hongkong, 23rd August, 1923. [1206]

RUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 2914 for 30 Shares numbered 55303 to 55332; Certificate No. 4317 for 25 Shares numbered 99851 to 99875; and Certificate No. 4290 for 8 Shares numbered 2403 to 2410 all registered in the Name of GEORGE HOYES have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 15th DAY OF SEPTEMBER 1923, New Certificates for the said Shares will be issued and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. RUMPHREYS & SON,
General Managers.
Hongkong, 15th August, 1923. [1175]

THE KOWLOON HOTEL. HASKOW ROAD.

OPENING 1st SEPTEMBER.

FIRST Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. An Exceptionally Well Ventilated Bar and Billiard Rooms. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms. For Terms, apply to Mr. J. J. BLAKE, Manager.

1113]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.,

SHARE AND LAND BROKERS.

No. 8, Des Vaux Road,
1st Floor.

Telephone No. C. 4306. [107]

WANTED.

THERE are Vacancies in the HONGKONG PHARMACEUTICAL SOCIETY'S Orchestra for PLAYERS of String and Wind Instruments. Applications stating Name of Instrument, should be sent to T. P. M. BEVAN, c/o ASIATIC PETROLEUM CO. (S. C.), LTD. [1205]

LAND AT KOWLOON FOR SALE.

FOR SALE by Private Treaty, VALUABLE LAND AT KOWLOON, with Sea Frontage, having a Total Area of Upwards of 97,000 Square Feet upon which are erected Godowns and four Chinese Houses. For Particulars, apply to JOHNSON, STORES & MASTER, Solicitors, Prince's Building.

1113]

FURNISHED HOUSE TO LET.

TO BE LET, Furnished, from the 1st November for 8 months or possibly longer, a FIVE-ROOMED HOUSE on BANKER ROAD, near close to Tram Station, with Tennis Court and Garden. Apply, Box B.C.D., c/o Hongkong Daily Press. [1116]

TO LET.

OFFICES in UNION BUILDING—Two Rooms on Fifth Floor. Apply UNION INSURANCE SOCIETY OF CANTON, LTD.

COMFORT EYE

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye-comfort requires also just an expert care in the manufacture and find it worth while to consult a reliable firm, devoted exclusively to optical work; over ten years' experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Readjustment of your glasses. Your will-fracturing Opticians, located in 53, Queen's Road Central—ADVT.

SPORT

BOWLS.

INTERPORT MATCH.

Mr. Tacchi, secretary to the Hongkong Lawn Bowls Association has received a cable from Shanghai announcing that the Shanghai bowlers are to leave for Hongkong on September by the *Empress of Canada*.

THE SHIPPING DISPUTE.

MR. ERIC MOLLER'S REPLY TO HONGKONG'S DEFENCE.

SINGAPORE INDEMNIFICATION CASE IGNORED IN HONGKONG'S STATEMENT.

Mr. Eric Moller of Shanghai discusses in eleven columns of the N.C. Daily News of August 21st the Report on Shipping Control in Hongkong 1917-1922 prepared by the Hon. Mr. A. G. M. Fletcher, C.M.G., and recently published by the Hongkong Government.

We are unable to reproduce the letter in full but we give below an extensive summary of its contents.

As to be expected the responsibility and burden of the commandeering of the vessels has been transferred to the shoulders of the Home Government, and though I am quite satisfied that the origin of the scheme came from that direction, the report is not at all convincing as regards the eventual and executive responsibility, as in a position like this, one must be guided by the official documents which record the situation.

Mr. Moller then quotes a letter, dated March 13th, 1918, and signed by Mr. Claude Severn as Colonial Secretary stating that it had been decided to bring under Government control all steamers flying the British flag, "which have not been requisitioned for imperial service, and which are not under the control of H.M. Ministry of Shipping in London."

HONGKONG'S DIRECT RESPONSIBILITY. This was the official document under which the vessels were commandeered, and I must contend, proceeds Mr. Moller, "that the only responsible party to whom we can look is the Hongkong Government. If such is not the case, why should our legal action, as eventually brought against the Hongkong Government, not have been thrown out as unrecognizable or been defeated by them, and why should a special 'Indemnity Act' have to be created by the Hongkong Government, to release them from their obligations and responsibility for this profiteering.

The Requisitioning Schemes of 1917 was an Imperial Government Scheme, while the Hongkong Control Scheme was, so to speak, an afterthought really created, presumably with the idea of keeping an eye on any loose British tonnage in the Far East in case of necessity, and facilitating the movements of requisitioned vessels.

The only local Hongkong proclamation published, was in the Hongkong Gazette, on August 6th, 1914, bringing into operation the Order in Council of October 16th, 1906, where it is provided:

"The Governor may require any person to supply any animals, vehicles, ships, boats or other personal property belonging to or under the control of such person to the Government, if such property is required in aid of or in connection with the defence of the Colony and, in default of the person supplying the same, may seize and take possession of and retain such animals, vehicles, ships, boats or other personal property for such purpose."

The wording of this proclamation is very clear, and apart from it there was never in existence any Act of Parliament, Ordinance, Order in Council, or other lawful authority which permitted the Hongkong Government to profiteer and take unto themselves enormous profit at the expense of the shipowners, by subletting such British-requisitioned vessels to ordinary Chinese Coast charterers.

Immediately the Hongkong Control Scheme came into operation, that is on April 10th, 1918, our solicitors definitely wrote to the Hongkong Government, requesting to be informed as to the legislative authority under which the above scheme was being carried out, and asking for some enlightenment on the subject, and to this letter they received the Government's reply.

As to the question of legal authority, the ships have been requisitioned on behalf of, and under instructions from, His Majesty's Government, who have instructed this Government to superintend their management. In these circumstances this Government must refer you to His Majesty's Government on the point of the legal authority for the requisitioning.

"This Government has definite instructions that the remuneration to vessels under the local scheme is to approximate to that paid to the larger and more important class of vessels on the China Coast which are under the Imperial Liner Requisition Scheme."

Be that as it may, this explanation, we are informed, was entirely misleading and inaccurate for there was not in existence any lawful or legal authority which permitted our vessels to be commandeered and/or requisitioned for any purposes, except in connection with the war, or for the aid and defence of the Colony.

We were absolutely satisfied about our rights on this point and forthwith instituted proceedings in 1919 against the Hongkong Government, for the recovery of the profits which had accrued to them. I am not going to lay great stress on the points as to whether the vessels were commandeered or requisitioned in the Aid and Defence of the Crown Colony of Hongkong, or for the more careful supervision of the loose British tonnage, or for the purposes of assisting other better tonnage to take up more important positions, as the all-important outstanding fact remains that our vessels were used for the purposes of deliberate profiteering and as instruments for enabling huge trading profits to be poured into the coffers of the Hongkong Government. For such action there has never been any legal authority.

These facts speak for themselves.

They are not refuted by the Hon. Mr. A. G. M. Fletcher in his report, and he is entirely silent on this subject, which permits me to contend that he acknowledges the correctness of my statement.

Mr. Moller then cites the case of the s.s. *Managouri* which involved him in heavy loss; and of the s.s. *Walfarra*, which, after being put on a run to Java for the benefit of those interested in the Hongkong sugar business, was eventually, under the instructions of, and with the consent and approval of, the Hongkong Control Committee, fixed to old clients of ours, for the Amoy/Rangoon coolie trade, at \$110,000 for six months' time charter, and it is from this date onwards that we claim the vessel started out on her illegal profiteering career, which I will always maintain was irregular and unsupported by the requisite authority, but which was most satisfactory to the coffers of the Hongkong Government, there being just about \$600,000 clean for their account.

OUR CLAIM FOR REPRESENTATION ON "CONTROL SCHEME."

The official documents, commandeering our boats under the Hongkong Control Scheme did their duty in guiding us as to whom we had to look to, as those in authority. And, it was in this connection that we considered it only right that we should have a representative on the Committee of the Control Scheme, as we were placing at their disposal some £279,000 value of tonnage, and, to put it quite frankly, did not feel at all satisfied that our vessels should be placed under the control of our coastal competitors, the representatives of Messrs. Butterfield and Swire and Messrs. Jardine, Matheson and Co., Ltd., who were on that Committee.

We look upon this point as a very serious one, and I contend that if our request had been granted, it is more than possible, in fact, quite certain that, this most unfortunate controversy would never have taken the serious aspect it did. We would have been in touch with the general situation from the very commencement, and at the same time our Mr. T. Williamson, the Chairman of the Shipowners' Protection Association, would have been able to sit on such committee, as representing the shipowners, and would have been able to handle the various situations, with the Government, in such a manner that this unfortunate position would have been averted.

We shipowners feel it very badly, that our vessels should have been controlled by our competitors. We feel it very badly that everything we had taken from us, and that it was claimed that every other large British vessel had also been taken. But the Shipowners' Protection Association in Hongkong were fully aware that large British steamers trading on the Yangtze river, owned by Messrs. Butterfield and Swire, and Jardine, Matheson and Co., Ltd., were running without control in any shape or form, and that also certain sea-going vessels were pushed in to the river trade, which, under then ruling circumstances, seemed open to criticism. Those familiarly acquainted with the river run during the year 1918, are well aware of the names of the vessels running, and the high freights ruling on the Yangtze river that year. Such tonnage undoubtedly must have brought in a very heavy income to owners, and no one is aware of this position better than the Colonial Secretary of Hongkong; and this fact, coupled with the internal advantages of running regular lines at that time, permits me to point out that insufficient weight was given to our claim to have a representative on the Control Board. Upon planning through *Fairplay* of June 7th, 1922, I find that the net income of the Indo-China Steam Navigation Co., Ltd., during the year 1918 was £287,550.00, giving a rate of 60 per cent. interest on their fleet of steamers, and a comparison of the net profits which would have accrued to the Government on this gigantic fleet in comparison with my fleet of old craft would be very interesting reading.

It is not my intention or desire to pass any criticism or display any feeling whatsoever towards any person or any company, in the above remarks, and I would like those interested to bear this in mind when this letter comes before their notice.

WAR RISK.

In the report of the Colonial Secretary he states:

"That owners claim they were not informed that war risk was covered by the Government and they incurred no small cost in respect of such risk."

I am leaving this somewhat to Mr. C. R. Burkill to answer, but a few words on my part to clear the situation I consider would not be out of place.

On July 18th, 1918, the Shipowners' Protection Association wrote to the Hongkong Government to inquire the nature of the war risk and the redress the owners would receive at the hands of the Government, in case of loss. On July 23rd, the Hongkong Government replied inviting our attention to clauses No. 11 and 12 of their official Hongkong Colonial Requisition Notice (already referred to) of March 16th, 1918, which intimated that the Government would accept all war risk under clause No. 12 of Charter Party T. 22.

This was not at all a satisfactory reply to our inquiry.

Firstly: As I have already mentioned, there was no signature attached to the Charter for the Government's account. Secondly: This said Charter Party was a document entirely for vessels requisitioned under the British Control Scheme at home, and the insurance quoted therein was provided for under one of the finest insurance schemes ever effected and brought about into use. It was a War Scheme brought about by the greatest insurance experts that Great Britain could produce. It was a scheme that took into consideration every possible point. The rates under this scheme rose and fell according to the barometric pressure of the marine risks, and the results of the warship and submarine attacks, etc., and it was completed in such a manner that it was a pride to all those concerned, and eventually resulted in a very satisfactory balance to the British Government.

We have had it acknowledged by the Colonial Government that the Home Government would have nothing to do with the results of the commandeering of the vessels, and would neither take interest in its profits, nor be responsible for the risks attached.

The natural result was that the owners had to look to the Colonial Government for the insurance of their vessels, and we do know that the Hongkong Government had no prepared scheme and that they insured the vessels for the first quarter of three months under a premium of \$18,716.41. We have it, that after the expiration of the first three months, it was ascertained by the "Expert and Vital Commission" then sitting, that the risks in proportion to the high premium paid were not satisfactory, and that, as the income now being derived by the Hongkong Government from the rechartering profits was very substantial, the aforementioned Committee decided they could easily take upon their shoulders the responsibility of the entire insurance which was attendant to their scheme.

I believe I am correct in stating that there was no scheme brought about in Hongkong in a like manner as that at home, or as suggested in Charter Party T. 22, and that there was no notice given to the owners as to how their vessels were covered. The owners could and did feel entirely justified in stating that we were in the dark as regards war risks on their vessels.

While on this subject of war risk, a considerable amount of importance has been attached by the Attorney-General, the Government of the Colony of Hongkong, and eventually a few days ago by the Hon. Mr. P. H. Holyoak, to the attendant war risks attached to the Colony through the requisitioning of our vessels. The latter gentleman, as a reason why the profits under the Control Scheme should remain in the hands of the Government, states that:

"It is one of the axioms of trade that having put aside a reserve fund for a more or less definite object, what that risk runs off (in insurance parlance) what profits result, it is a perfectly natural thing for every commercial company, or a Government, to claim as a profit on its net results."

Take that as granted, but might I take the liberty of pointing out that the whole of the premium that could possibly be incurred for the insurance of our vessels in Hongkong local companies for a period of 12 months could not have been more than in the vicinity of \$150,000. Besides, we must remember that hostilities actually ceased in November, 1918, which was far short of the above allowed period of 12 months, as such would have terminated in March, 1919.

Under such circumstances, making full allowances for any premium likely to be incurred, I cannot but note that the Hongkong Government would have been entirely relieved of all their anxiety and responsibility if they wished to be so relieved, by the spending in premium of a small margin of the profits that accrued if they had cared to do so.

OUR MEETING OF AUGUST 23RD, 1920.

A great deal has been made of the decision and what actually took place at that memorable meeting. Correspondence and notes have been called up from third parties who were not present, and to think all feeling on this point I think the nicest way I can put it, is to say I shall agree with Mr. Fletcher's suggestion that when having that meeting, I understood it was by mutual agreement that we should postpone the legal proceedings, then about to take place, until Mr. Fletcher's return from Europe.

Under clause 23 of his report, Mr. Fletcher laid particular emphasis on the point of the use, by me, of the word "Immediately," so much so that he intimates that this word covers a period of over eight months afterwards. I do not wish to go over old ground but I must set this straight, and if Mr. Fletcher will only glance at my statement, he will note that he has omitted and overlooked the all important word "Almost" before immediate, which quite alters the position, the words which I used being such as might fairly be said to cover the period from end of August to December the same year.

To my mind the most important feature of that meeting was the knowledge of the pending Singapore Supreme Court action, which had been brought by the Eastern Shipping Co. against H.M. Attorney-General for the Straits Settlements, in 1919, for a claim on a basis entirely similar to that of our own case against the Hongkong Government. This action was known to be in existence by all those interested and judgment was expected at no distant date. The knowledge of this pending action influenced my mind very seriously at this interview, and it is interesting to note that the Singapore Supreme Court delivered judgment, with costs, in favour of the plaintiffs, the Eastern Shipping Co., Ltd., at Singapore on Aug. 2nd, 1921, and though there is no note or record whatsoever throughout Mr. Fletcher's lengthy report touching on this all important judgment, it is nevertheless

in existence as already shown by me in this communication.

My foundation for my original complaint and claim against the Hongkong Government still stands in the three words which opened this communication: "PRINCIPLE," "EQUITY," AND "REALITY."

In "Principle": It was not and it is not right, that a Government should take specific property of one of its nationals to make money out of such property during war time. There is not the slightest doubt that the chartering of these vessels to ordinary Chinese charterers was done with the substantial idea of making money out of them. That feeling and idea was ever present, and though it may have run hand in hand with the idea of keeping track of all British vessels still in the China Seas and placing them under restrictions and thereby permitting far better vessels to be released for war purposes, it does not justify the Government's action or prove that the commandeering and resultant profit-making was a necessity. Supervision, etc., could just as well have been done by keeping in close touch with these few British owners, who were at all times ready to assist the Government in our country's crisis.

In "Equity": I bring this point up because as a Shanghai shipowner, I say that it was not the just or right thing, that my vessels should be taken by the Hongkong Government so as to imperil the whole of my business, whilst not one local Hongkong industry such as Docks, Insurance, Hotels, etc., was called upon to contribute anything towards the war.

In "Legality": I bring out the strongest point of all. The Hongkong Government had no authority under any Act of Parliament, Ordinance, Order in Council, or any other lawful authority to take our vessels and use them for trading purposes and thereby accumulate substantial and huge profits for the Colonial Government.

We were fully aware of this "almost immediately" after our vessels had been taken, and we eventually instituted proceedings against the Government in 1919 to secure a return of the profits that had been made by the illegal use of our property.

THE INDEMNITY ORDINANCE. The Indemnity Ordinance was brought into existence to offset and bar our way in the absence of other legal protection: it was finally passed in August, 1920, and eventually did its deadly work the next year—1922.

I am absolutely positive that I was aware during the month of November, 1920, of the idea of the possible eventual enactment of the Indemnity Ordinance in Hongkong.

I cannot exactly remember how I became aware of it, whether it was advance information or leakage which so often occurs in cases like this, but I am inclined to believe it was a suggestion from our own legal advisers, as being the only possible solution of the difficulty for the Government.

No one can deny that this was the only protection the Government could raise against our claim, and the use they eventually made of it appeared in the Hongkong Supreme Court as recently as July 23rd, 1922, when judgment was given by Sir William Rees Davies in favour of the Hongkong Government, but with costs in favour of the owners, whereby our claim which was commenced in 1919, was finally and definitely thrown out of Court under the Indemnity Ordinance so recently passed.

At our meeting on August 20th, 1920, I will agree that there was no suggestion in the Colony of an impending Indemnity Ordinance to avoid the legal proceedings already instituted in the Colony, since 1919.

At that meeting, all those interested in the Shipping Control crisis, were aware of the legal proceedings, against the Crown at Singapore, then believed to be drawing to an early close.

I am positive that in November, 1920, I was aware of the possible impending announcement of the Indemnity Ordinance.

In early December, 1920, our solicitors communicated with Mr. Sharp, R.C., then representing the Government, about carrying on with our action, and the separate paragraph on this point reads: Extract from solicitors' letter to Messrs. A. R. Burkill & Sons, Shanghai:

Hongkong, December 11, 1920.


"On receipt of your letter we saw Mr. Sharp and he informed us that he could not consent to having the evidence of Mr. Fletcher taken de bene esse before his departure on the 31st inst. for several reasons, among which were that Mr. Fletcher alone knew the full details of the Government's instructions and proceedings during the war with reference to controlled and requisitioned ships, and that it is essential that the Government should have Mr. Fletcher actually in Hongkong while the case was being heard, and therefore on behalf of the Government, Mr. Sharp informed us that he could not consent to our varying the agreement we had made with the Government, viz., that this action should not be brought on in the absence of Mr. Fletcher. We therefore have no recourse but to let this action stand over until the return of Mr. Fletcher, as the Government will not allow us to withdraw from the position we took up under instructions from Mr. Eric Moller in 'August-Inst.'"

(Sd.) DEACON, LOCKER, DEACON & HANBURY.

It is reported that London became aware of the necessity of an Indemnity Ordinance for Hongkong in December, 1920. It is reported that a despatch to this effect, arrived in the Colony of Hongkong in February, 1921. The first official intimation that I can trace of the suggestions of the Indemnity Bill becoming a serious matter is addressed to our solicitors and is under date of the following:—

(Oct. June, 1921—*ex parte* letter). Crown Solicitors' Office, Court of Justice, Hongkong, 6th June, 1921.

(Continued on page 7.)



COMMUNITY TABLE-PLATE

PRICES ARE DOWN

20%

CALL OR PHONE FOR NEW LIST.

PHONE 1741.

LANE, CRAWFORD, LTD.

COTYS'

Parisian Perfume Essences.

Emeraude, Origan, Ambre-Antique, Jasmin & Lilas, etc.

LANE, CRAWFORD, LTD.

ENGLISH COLUMBIA DANCE RECORDS

3293 (ROSE OF RIO GRANDE, Fox-Trot)	3298 (WHEN WILL I KNOW, Fox-Trot)
DUMBELL	DEAREST
3294 (BY THE SHALIMAR, Fox-Trot)	3299 (FAKE VENETIAN MOON)
(WITHOUT YOU)	HAVE YOU FORGOTTEN ME?
3295 (CHINA BOY, Fox-Trot)	3300 (SHEBA)
MY BUDDY	BUILD A STAIRWAY TO PARADISE

ANDERSON'S

TEL. C. 1322.

Wm. Powell Ltd.

TELEPHONE C. 346.

FRENCH SILK FOULARDS

NAVY AND WHITE
BLACK AND WHITE

BROCADED CREPE-DE-CHENE

IN A FINE RANGE OF COLOURS

SATIN CHARMANTE

IN THE LATEST COLOURINGS

NEW ADVERTISEMENTS

NOTICE

This Prospectus has been duly filed with the Registrar of Companies.

The Subscription List will Open on WEDNESDAY, the 29th DAY OF AUGUST, 1923, and Close on or before SATURDAY, the 1st of SEPTEMBER, 1923.

THE HONGKONG TUG & LIGHTER COMPANY, LTD.

Incorporated under the Companies Ordinances 1911-1921.

CAPITAL \$2,000,000
DIVIDED INTO 200,000 SHARES OF \$10 EACH.

Of the above Shares it is only intended to issue at the present time 100,000 shares, and of these 20,000 have already been subscribed for cash by the General Managers, Members of the Consulting Committee and their friends. On these \$1.25 per share will be paid on application and the balance when called up on the same basis as the remaining capital.

The remaining 20,000 shares (being the balance of the said 100,000 shares intended to be issued at the present time), ranking equally with those already subscribed, are now offered for Public Subscription payable as to \$1.25 per share on application. The balance due on each share, namely, \$8.75 will be called up on subsequent demand as and when further capital is required.

The whole of the above issue of 100,000 shares (including the 20,000 shares now offered for Public Subscription as above) has been underwritten by the General Managers, the Members of the Consulting Committee and their friends for a commission at the rate of 2½ per cent. on the nominal value of the shares so underwritten upon the terms of an Underwriting Letter bearing date the 24th day of August, 1923, addressed to the Company and Messrs. SHEWAN, TOMES & CO., its General Managers, by the Underwriters above mentioned, a copy of which can be inspected at the offices of the Solicitors to the Company, Messrs. DEACON, HARTSON & SHENTON, No. 1, Des Vieux Road Central, Hongkong, at any time during business hours.

The Unissued Capital of the Company consisting of 100,000 shares of the nominal value of \$10 each will be issued at such time or times and upon such terms and conditions as the General Managers shall determine.

MEMBERS OF THE CONSULTING COMMITTEE:

WM. ADAMSON, Esq., St. George's Building, Chater Road, Hongkong, a member of the firm of SHEWAN, TOMES & CO., Merchants.
M. NEMAZEE, Esq., Prince's Building, 1, Des Vieux Road Central, Hongkong, Merchant.
LI TSE FONG, Esq., BANK OF EAST ASIA, Des Vieux Road Central, Hongkong, Banker.
W. J. CARROLL, Esq., 11, Queen's Road Central, Hongkong, Broker.
C. B. BROOKE, Esq., Alexandra Building, Des Vieux Road Central, Hongkong, Produce Broker and Commission Agent.

GENERAL MANAGERS.

Messrs. SHEWAN, TOMES & CO., St. George's Building, Chater Road, Hongkong.

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

AUDITORS.

Messrs. PERCY SMITH, SETH & FLEMING, No. 5, Queen's Road Central, Hongkong.

SOLICITORS.

Messrs. DEACON, HARTSON & SHENTON, No. 1, Des Vieux Road Central, Hongkong.

REGISTERED OFFICE OF THE COMPANY:
ST. GEORGE'S BUILDING, CHATER ROAD, HONGKONG.

SECRETARY OF THE COMPANY (Pro. Tem.)
ANDREW LUSH SHIELDS.

PROSPECTUS.

- (a) This Company has been formed to acquire and operate a Fleet of Tugs and Lighters with a view to handling cargo in and around Hongkong and River Ports. Substantial Shipping Agents, Shippers and Dealers in Commodities such as Flour, Sugar, Rice, etc., consider that such a Company, properly organized and managed, will be of great benefit to them and to the general trade of the Colony, and have expressed their willingness to support this Company, and part of the present issue of shares has been taken up by persons who it is anticipated will be able to give the Company substantial support. Similar Companies in other Far Eastern Ports have been very successful.
- (b) The Minimum Subscription on which the General Managers may proceed to allotment is Seven Shares subscribed for on a cash footing and on which \$1.25 per share has been paid up on application.
- (c) The shares now offered for Subscription have as above indicated been underwritten by the Directors and their friends for a commission at the rate of 2½ per cent. on the nominal value of such shares upon the terms of the Underwriting Letter above mentioned, which can be inspected at the place and time above mentioned.
- (d) No other commission or promotion money will be paid by the Company.
- (e) The Company is to pay all preliminary expenses of and incident to the formation and floating of the Company (including the aforesaid Underwriting Commission) down to the time when the Company becomes entitled to commence business and the estimated amount thereof is \$30,000.
- (f) The Articles of Association provide that the qualification of a Member of the Consulting Committee is to be the holding of at least 500 shares in the Company, and that remuneration of the Members of the Consulting Committee shall be the sum of \$5,000 per annum to be divided among them according to the number of attendances by them at the Meetings of such Committee.
- (g) The General Managers and the Members of the Consulting Committee are interested in the promotion of the Company to the extent only that they or some of them are Directors of other Companies with whom the Company may do business.
- (h) Copies of the Memorandum and Articles of Association of the Company can be inspected at the aforementioned offices of the Solicitors to the Company at any time during business hours.
- (i) A copy of the Company's Memorandum of Association is annexed to this Prospectus and forms part of it.
- (j) Application for shares should be made upon the form attached to this Prospectus which should be detached therefrom and sent to the Company's Bankers (The Hongkong and Shanghai Banking Corporation) together with a remittance of \$1.25 per share the amount of the deposit.
- (k) Where no allotment is made the deposit will be returned in full and where the number of shares allotted is less than the number applied for, a proportionate amount of the deposit will be returned.
- (l) Prospectuses can be inspected at and Forms of Application obtained from the Company's Bankers (The Hongkong and Shanghai Banking Corporation) and at and from the offices of the Company in St. George's Building (First Floor), Chater Road, Hongkong.

Dated the 24th August, 1923.

[1214]

NEW ADVERTISEMENTS

THE HONGKONG JOCKEY CLUB.

MEMBERS are notified that the Lists for Subscription for the ANNUAL RACE MEETING 1921 Close on FRIDAY, the 31st, 1921.

HONGKONG CLUB.

NOTICE.

THE THIRD YEARLY DRAWING of 80 DEBENTURES (1920 issue—\$300 each) of the HONGKONG CLUB, will be held on SATURDAY, the 29th SEPTEMBER, 1923, at 11 o'clock, A.M., on SATURDAY, the 29th SEPTEMBER, 1923.

Bearers of Debentures are invited to attend the Drawing.

By Order, A. H. ABHAS, Secretary.

Hongkong, 25th August, 1923. [1219]
ST. STEPHEN'S COLLEGE, BOSHAM ROAD.

THE Next Term will begin on MONDAY, 10th SEPTEMBER. There will be an Entrance Examination for New Boys at 9.30 A.M. on SATURDAY, 8th SEPTEMBER. For Information please apply to THE WARDEN. [1215]

MEDICAL OFFICER.

THE POST OF MEDICAL OFFICER in the Port of CHINA, China, is shortly falling vacant. Inquiries should be addressed to the Secretary, THE BRITISH MUNICIPAL COUNCIL, CHINA. [1218]

IN THE MATTER OF THE COMPANIES ORDINANCE 1911-1921.

IN THE MATTER OF THOS. W. SIMMONS & CO., LTD. (IN LIQUIDATION).

PURSUANT to Section 181 of the Companies Ordinance 1911, NOTICE IS HEREBY GIVEN that a MEETING of CREDITORS of the above named Company will be held at the Office of Messrs. PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, on WEDNESDAY, 12th SEPTEMBER, 1923.

At this Meeting the Creditors will be asked to determine whether an application shall be made to the Court for the appointment of any person as Liquidator in the place of or jointly with myself the Liquidator appointed by the Company, or for the appointment of a Committee of Inspection.

NOTICE IS ALSO HEREBY GIVEN that the Creditors of the above named Company are required, on or before the 30th September next, to send in their names and Addresses and particulars of their Debts or Claims, and the Names and Addresses of their Solicitors (if any) to SYDNEY HAMPDEN ROSS, of Messrs. PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central, Hongkong, and to the Liquidator of the Company, and if so required by notice in writing from the said Liquidator, are, by their Solicitors or personally, to come in and prove their Debts or Claims, at such time and place as shall be specified in such Notice, or in default thereof they will be excluded from the benefit of any distribution made before such Debts are proved.

Dated this 27th day of August, 1923.
S. HAMPDEN ROSS, Liquidator.

G. PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, on

TUESDAY, WEDNESDAY AND THURSDAY, the 11th, 12th and 13th, September, 1923, at H. M. NAVAL YARD Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. within an interval from 12 Noon to 1.30 p.m. OLD and SURPLUS NAVAL STORES, etc., etc.

Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Buys, Life Jackets and Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hose, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Bags, Old Axes, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun, Metals, Copper and Brass Tubes, Coal Sacks, Wood, Iron and Gun Metal Blocks, Lumps, Gangs, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cable, Drilling, Slotting and Grinding Machines, Lathes, Pumps and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Fold up Ladders, Old Packing Cases, Packing Boards, Old Casks, and a large quantity of Fire Bar Iron, etc.

Lots may be inspected on Monday, the 10th September, 1923.

Also SALE of Old and Surplus Vintaging Stores at Kowloon on FRIDAY, 14th September.

Unserviceable, Fittings, Rabbit, Rains, Clothing, etc. (See General Catalogue).

Terms of Sale—As detailed in Catalogue.

HUGHES & HUGHES, By Appointment Auctioneers to the Admiralty.

Hongkong, August, 1923. [1217]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship "CITY OF NORWICH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns, and/or extra-hazardous Godowns of "Holt's Wharf," whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Sept, 1923, will be subject to sale.

All Claims against the Steamer must be presented to the Undersigned on or before 10th Sept, 1923, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday between the hours of 10.45 a.m. and 4 p.m., within the free storage period of one week.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 25th August, 1923. [1218]

INTIMATION.

JOHN DEWAR & SONS, LTD. PERTH, SCOTLAND.

By Royal Appointment to His Majesty The King.

"WHITE LABEL"

FINEST SCOTCH WHISKY OF GREAT AGE.

AWARDED 50 GOLD AND PRIZE MEDALS.

THE VICTORIA VAT

The very finest old SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

SOLE AGENTS—

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants. PHONE 616.

BIRTH.

ADAMSON.—At Shanghai, August 15th, to Mr. and Mrs. J. ADAMSON, a son.

Hongkong Office: 14, Chater Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 29TH, 1923.

CHINA'S CORRUPT PARLIAMENT.

It is true that each member of China's Parliament will receive the sum of nine hundred dollars for his vote in the Presidential election at Peking next month as stated in a Peking cable we publish to-day, we may, with some degree of confidence, anticipate that the necessary quorum will assemble in Peking to give their vote for the man who pays. For the Parliament seems thoroughly corrupt if all that appears about it in the Chinese Press may be accepted as true. A Chinese news agency recently declared it to be undeniable that "all the actions of the M.P.'s have been actuated by the Almighty Dollar." A considerable number of members of China's House of Representatives, we understand, are entirely dependent for a livelihood on the salary attaching to membership; and whatever additional income the position can command for them. The Ministry of Finance appears to be unable to provide the funds to pay the salaries of members of the House, and a recent statement made public by the Speaker shows that the Exchequer is indebted to members in respect of salaries in a total sum of \$1,070,951. It can hardly be regarded as "money earned," however, for the whole parliamentary situation is Gilbertian. One group of members has been trying to set up a Parliament in Shanghai, there is another group in Tientsin, but the majority have been induced to remain in Peking by a bribe of twenty dollars for each attendance at the meetings of the Constitution Drafting Committee. We do not know how long the House has been engaged in drafting the Permanent Constitution, but when it was decided, some

few months ago, to pay members twenty dollars for each meeting they attended we prophesied that the discussions would last as long as the funds held out. Moreover, it seems from reports in the Chinese Press that Members of Parliament who remain in Peking have suddenly become "exceedingly influential" and are now able to secure for their friends lucrative official appointments. Formerly, it seems, they could only ask for minor appointments; now they are able to recommend for high posts, and the Peking authorities dare not incur their displeasure by refusal. One newspaper says that since it is easy for the M.P.'s to get their friends appointed to official posts of all grades, many have been offering different posts in the market to the highest bidder. "The Government, not wishing to offend these M.P.'s, is really at its wits' end, but it has resolved now to refer all such letters of recommendation to the Bureau of Official Appointments for decision." At Shanghai the Opposition party has been paying members fortnightly an allowance equivalent to the Parliamentary salary in order to keep them in Shanghai, or at any rate away from Peking, but a Chinese news agency says that many of the members when they have received their money in Shanghai rush off to Peking to draw allowances for "attendance." If each member is to be offered a sum of \$800 for his vote in the Presidential election, we shall not, in the circumstances, be surprised to learn in due course that Marshal Tsoi Kex has been elected by the requisite majority of votes President of the Republic of China. Such an election can only excite the derision of the world, but at the same time it will serve to impress foreign nations with the fact that the real China with whom they have to deal is vastly different from the emancipated China represented at the Washington Conference.

A licensed ricksha driver was sent to the Government Civil Hospital on Monday, suffering from injuries to his head. It was reported to the police that the man lost control of the ricksha coming down a steep incline at the back of the Tai Ping Theatre, Queen's Road West, and crashed into a pole with great force.

An Indian travelling on the steamer "Hsany" discovered that he had lost two cheques for \$800 and \$250 after the ship had left Hongkong. When the vessel arrived in Singapore, the police were informed of the matter. The cheques were issued by the Chartered Bank of Fochow, on the Chartered Bank of Amritsar.

The Rev. J. Horace Johnston, who has accepted the appointment for five years to the Union Church, which is to be opened at Kowloon as an offshoot of the Hongkong Union Church, is the son of the Rev. James Johnston, who was for some years at Amoy. The Rev. J. Horace Johnston was for some time minister of St. Andrew's Presbyterian Church, Kuala Lumpur.

H.E. the Governor has announced his intention of being present at the Memorial Service which is to be held on Friday at St. John's Cathedral at 4.30 p.m. in memory of those who lost their lives in the recent typhoon. The choir will sing the anthem by A. R. Gaul "No Shadow Yonder." Seats will be reserved for those belonging to the Mercantile Marine.

Yesterday's Command Orders contain announcements from the London Gazette that Lieut.-Colonel and Ordnance Officer, MacG. Greer has retired on retired pay, and that 2nd Lieut. F. White, the King's Regiment, has been promoted to be Lieutenant. Capt. K. R. Batra, I.M.S., has been granted a month's leave of absence from October 1st with permission to proceed to Java.

The verdict returned at the inquest on the late Mr. E. A. H. Sly, H.M. Consul at Chungking, who was found in his bathroom with his throat cut, was one of "Suicide during temporary insanity." No explanation can be given, although some of Mr. Sly's friends say he had become depressed during the week prior to his death. The affairs of the Consulate were found in perfect order.

The motor ambulance, on leaving the Wanchai Fire Station, on Monday, knocked down an old Chinese of 60 years of age. The man appeared suddenly from behind a tram-car just as the ambulance was coming out from the Station. One of the wheels of the vehicle went over the old man's foot. He was attended to by the ambulance men and sent to the Government Civil Hospital in the vehicle which had caused his injuries.

The N.C. Daily News understands that an attempt to bring a heavy cargo of opium into Shanghai was frustrated by the Chinese authorities last week. Upon information received, that several boats were going to Woosung to unload from a large steamer "a very large quantity of opium," the Chinese Naval Office despatched a gunboat to the spot to prevent the operations. The smaller boats, the report goes, seeing the gunboat, were afraid to approach the steamer which continued on its journey to the north.

A Chinese coolie woman was knocked down by a contractor's motor lorry yesterday afternoon, near the Wanchai fire station. The woman was seriously injured and died before reaching hospital.

The business before the Sanitary Board yesterday was purely of a formal nature. Amongst those who attended was Mr. H. T. Greasy, the newly-appointed Director of Public Works. The Chairman, after asking the Secretary to read a letter from H.E. the Governor authorising the appointment of Mr. Greasy as Vice-President of the Board, extended a welcome to Mr. Greasy on behalf of the Board members. The new Director acknowledged the welcome with a bow.

An intensive course of instruction in Pitman's Shorthand is to be given in the coming Session at the Hongkong Technical Institute, held at Queen's College. The course has been arranged especially for the benefit of those clerks to whom Shorthand is likely to be of use in the performance of their duties. Only those who are admitted who are prepared to do conscientious work and who have an adequate knowledge of the English language, for it has been the experience so far that students who are poorly equipped in this respect cannot gain any considerable benefit from instruction in Shorthand. The classes will be held with sufficient frequency to render it possible to attain a speed of 80 words a minute, within a period of twelve months from now. If necessary, two classes will be conducted in the intensive course, one for beginners and one for those who have some knowledge of Shorthand but who realize the need for a refresher course.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for to-morrow.

RUSSIAN REFUGEES.

Hon. Mr. J. E. Pollock, K.C., has given notice of his intention to ask the following questions:

1. With reference to the recent influx of Russian Refugees into this Colony, will the Government state approximately—
(a.) How many Russian men,
(b.) How many Russian women,
(c.) How many Russian children have landed in this Colony during the last two months, and also how many of such persons were landed in a destitute condition?

2. Will the Government also state whether there is now in this Colony any Consular representative of Russia, and whether such Consular Representative has accepted responsibility for the conduct of such refugees and for their being sent on from this Colony to Europe or elsewhere, and, if so, when?

3. Generally will the Government state what action it intends to take in regard to such refugees?

PROVISION FOR LIFE SAVING IN TYPHOONS.

The Hon. Mr. J. E. Pollock, K.C., will also ask the following questions:

- Will the Government—
(a.) Keep a stock of rockets with Life Saving Lines attached at the principal wharves on both the Hongkong and Kowloon sides of the harbour;
(b.) Build high-powered Motor Life Boats or high-powered Tugs for saving life in bad weather;
(c.) Form a Life Saving Corps, consisting partly of Government officials, and partly of others who are not in the Government Service and who are willing to be enrolled for Life Saving Service in typhoons.

ORDERS OF THE DAY.

First reading of a Bill intitled An Ordinance to consolidate and amend the law relating to vaccination.

First reading of a Bill intitled An Ordinance to amend further the Arms and Ammunition Ordinance, 1900, and the Flogging Ordinance, 1903, and to amend the Arms and Ammunition Amendment Ordinance, 1923.

First reading of a Bill intitled An Ordinance to authorise the publication of an edition of the Ordinances of the Colony to be known as "The Ordinances of Hongkong, 1841-1923," and to repeal the Statute Law (New Revised Edition) Ordinance, 1911.

Second reading of the Bill intitled An Ordinance to amend the Crown Rights (Re-entry) Ordinance, 1910.

Second reading of the Bill intitled An Ordinance to authorize the Appropriation of a Supplementary Sum of One million five hundred and eight thousand five hundred and ninety-four Dollars and seventy-eight Cents to defray the Charges of the year 1922.

THE TYPHOON.

We have received from the Secretary of the Hongkong General Chamber of Commerce a copy of the following letter: The Chairman,

The Chinese Chamber of Commerce, Hongkong.

DEAR SIR—I beg to inform you that at the monthly meeting of this Committee, held yesterday, the following resolution was unanimously carried—

"That this Meeting of the General Committee of the Hongkong General Chamber of Commerce desires to express its deep sympathy with those who lost relatives and friends on sea and land in the disastrous typhoon, which struck the Colony on August, 16th, 1923."

It is fully realised that loss of life in the typhoon has been especially heavy amongst the Chinese community; and this Chamber takes the opportunity, therefore, of conveying to you an expression of sympathy for those who have been bereaved.—I am, dear Sir, Yours faithfully,

D. G. M. BERNARD, Chairman.

Hongkong General Chamber of Commerce, 28th August.

CABLES.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)REPARATIONS DISCUSSIONS.
SUGGESTIONS BY BELGIAN GOVERNMENT.

BRUSSELS, August 28th.

A Belgian Note says that the Belgian Government considers the time has come for an alteration in the procedure hitherto followed. The problem of reparations has been sufficiently evolved to a point where friendly discreet negotiations between Allied ministers might be held without an actual conference. It recalls that the British Note of July 20th submitted a similar idea, in proposing the opening of inter-Allied conversations, and the French reply of July 20th asked that negotiations should be carried on more discreetly. The Belgian Government agrees with both suggestions, and considers that the conversations which it contemplates will be calculated to give effect to both.

The Belgian Government draws attention to the importance of the problem of security. As long as the security of the countries which may be invaded is not assured, there will be no true appeasement nor serious reduction of armaments. The solution of this grave problem cannot fail to exercise a happy influence upon questions at present being discussed.

In conclusion, the Belgian Government reaffirms its desire to discuss this question with the British Government.

LEGALITY OF THE RUHR OCCUPATION.

Dealing with the legality of the occupation of the Ruhr, the reply claims that the Belgian Government only put into practice what the Allied Governments had unanimously contemplated in identical circumstances.

It recalls the Spa understanding that Allied decisions with regard to coal should be enforced by the occupation of fresh German territory, and adds that, at previous meetings the legality of the occupation was not questioned.

It reiterates the Franco-Belgian determination not to withdraw from the Ruhr except in proportion as Germany pays, but says that when passive resistance ceases measures may be taken to restore the regime in the Ruhr to that sketched out on January 1st.

STABILISATION OF GERMAN CURRENCY.

The Note says that as far as discussions have progressed, the problem of reparations and Inter-Allied debts have been definitely linked together. The minimum figure indicated by several of the Allies leaves open the possibility that the reparations debt may eventually show a considerable reduction on the nominal figure of schedule payments at May 5th, 1921. It has already been agreed that it is necessary that Germany's currency must be stabilised and her financial regime supervised by the Allies.

DEFINITION OF "DEVASTATED REGIONS."

Belgium has received from Germany 1,299 millions gold marks, Great Britain 1,297 millions, France 1,275 millions and other countries 632 millions.

The Note explains that with regard to Belgium's suggestion for preference in respect to the devastated regions, that by "devastated regions" is meant any material damage suffered by the Allies, including losses to British shipping through German action. Belgium, on this basis, would be entitled to 13 per cent. of German reparations, amounting to 91 milliard gold marks, of which (1) milliard has been already paid. The schedule of payments provided over ten milliards for Belgium, and Belgium is willing to sacrifice the difference in the interests of a joint rapid settlement, which is very necessary in order to enable her to restore financial equilibrium.

EXPEDITION TO MONGOLIA AND TIBET.

Advices from Moscow state that twenty-one members of the Kozloff expedition to Mongolia and Tibet have left Irkutsk for Troitskosavsk.

BRITISH DYSTUFFS INDUSTRY.

PROF. GREEN'S PESSIMISTIC FORECAST.

LONDON, August 27th.

Professor Green has resigned his directorship of the research activities of the British Dyestuffs Corporation.

It is understood that this is due to his dissatisfaction at the lack of technical knowledge on the board of Directors and to his belief that the permanent establishment of the dyestuffs industry in Great Britain is impossible under these conditions.

JAVA-PACIFIC STEAMSHIPS DUTCH COMPANIES TO CLOSE DOWN LINE.

THE HAGUE, August 27th.

According to the newspaper, *Indische Mercur*, three Dutch steamship lines, including the Java-China-Japan Line and the Rotterdam-Lloyd line, have decided to close down the Java-Pacific Line, which has suffered greatly from the trade slump. The management do not expect an improvement of business in the near future.

EARLIER CABLES.

CHANCELLOR OF EXCHEQUER MR. NEVILLE CHAMBERLAIN APPOINTED.

LONDON, August 27th.

It is officially announced that Mr. Neville Chamberlain has been appointed Chancellor of the Exchequer.

Sir W. Johnson-Smith has been appointed Minister of Health.

WHY MR. MCKENNA DECLINED THE POST.

LATER.

The fact of Mr. Reginald McKenna declining the post of Chancellor of the Exchequer, due to his inability to find an uncontested seat in the House of Commons, was revealed in a letter from Mr. Reginald McKenna written to Mr. Baldwin, pointing out that he had accepted office on the condition that a seat would be available which would not involve the election of a by-election, on which his doctor insisted. No such vacancy being likely to occur, he had again consulted his doctor, who dissuaded him from undertaking the strain of a series of public meetings until his normal health was restored.

A BOLSHEVIK EUROPE? GERMAN CHANCELLOR'S WARNING.

LONDON, August 27th.

Herr Stresemann, in an interview in the *Daily Graphic*, said if his Government fell accomplishing nothing he would perhaps be the last bourgeois Chancellor of Germany. If that happened, more of Europe than Germany would succumb to Bolshevism. If they could keep the people fed, all might be well. An Anglo-Franco-German understanding was the only thing which could possibly restore order, peace and welfare to Europe. All should work for a solution of the terrible crisis.

AEROPLANE DISASTER. EXCITED PASSENGERS CAUSE LOSS OF CONTROL.

LONDON, August 27th.

A large French passenger aeroplane from Le Touquet to London, crashed near East Malling, in Kent. One passenger was killed and nine injured. The pilot was landing owing to engine trouble, when the passengers excitedly rushed to the rear of the machine, weighing down the tail and causing loss of control.

PILOT KILLED.

LONDON, August 27th.

In the air crash near Chippingnorton, Essex, yesterday, the pilot a Dutchman named Duzin, who was flying alone, was killed.

IRISH FREE STATE ELECTIONS. PROCEEDING QUIETLY.

LONDON, August 27th.

Apart from minor incidents, including a sudden burst of machine-gun fire at dawn in Dublin, which so far has not been explained, the elections in the Irish Free State are proceeding quietly.

The National troops on bicycles are patrolling the streets.

CANADIAN MINING INDUSTRY.

OTTAWA, August 27th.

Statistics show that the Canadian mining industry has recovered from the slump of the previous years.

Gold production during the first six months of 1932 amounted to 530,000 ounces, valued at \$11,500,000.

For the same period silver totalling 8,000,000 ounces, valued at \$5,500,000. The total products increased 44 per cent. compared with the corresponding period of last year.

KENYA DECISION. KEEN RESENTMENT IN INDIA.

BOMBAY, August 27th.

The keen resentment in India over the recent Kenya decision, which it is contended, is unfavourable to Indians, culminated in the proclamation of a hartal, which is being generally observed by the Indian shops and the bazaars, which have closed in Bombay, Simla, Delhi and Poona.

The hartal is not being observed at Amritsar and Lahore owing to local dissensions.

SOVIET'S VISITORS AT MOSCOW.

MOSCOW, August 27th.

Mr. Saklatvala, M.P., has arrived here. The German ex-Chancellor, Dr. Wirth, and the German Deputy Herr Haas have visited M. Krassin.

HINDU-MOSLEM RIOTS.

SIMLA, August 27th.

Agra was the scene of further serious Hindu-Moslem riots, firearms being used. The casualties were heavy. The disturbances continue.

FOOTBALL ASSOCIATION. SINGAPORE ELECTED A MEMBER.

LONDON, August 27th.

At a meeting of the Football Association, the Singapore Association was elected to membership.

KU KLUX KLAN AT AUCKLAND.

MELBOURNE, August 27th.

According to the *Argus*, a branch of the Ku Klux Klan, with nearly 1,000 members, has been formed at Auckland in antagonism to Asiatic labour and traders.

SOVIET TRADE AGREEMENT.

RIOA, August 27th.

A message from Moscow states that the Foreign Trade Office has signed an agreement with an American company for the import of cotton, chemicals and machinery against the export of furs, bristles and asbestos.

AVIATION.

PARIS, August 27th.

Maneyrol, in a Puyet Aviette, at Vanville, reached an altitude of 12,600 feet in 52 minutes, beating Drouhin's record on the 25th inst.

FOREST FIRES IN FRANCE.

PARIS, August 27th.

The sporadic forest fires which continued from last week have now assumed alarming proportions at La Ciotat, defying all efforts to quell the outbreaks. The fires are approaching Mont Canaille and are threatening the Cassis woods. Over 100 hectares have already been destroyed.

HOME CRICKET.

LONDON, August 27th.

At Portsmouth, Yorkshire defeated Hampshire by an innings and 58. Hants in the first innings compiled only 60, Macaulay taking 5 for 25; and in the second innings 52, Macaulay taking 6 for 27.

At Manchester, Lancashire defeated Derbyshire by an innings and 32. Lancashire scored 225, Hallows contributing 91, Morton taking 6 for 45. Derby in the first innings compiled 156, Parkin taking 6 for 38 and Watson 4 for 28, and in the second innings 37, Parkin taking 5 for 12 and Ellis 5 for 21.

LATEST CABLES.

OBITUARY.

HERTHA AYRTON.

LONDON, August 28th.

The death is announced of Mrs. Herta Ayrton, the only woman member of the Institution of Electrical Engineers.

[Mrs. Herta Ayrton carried out a series of experiments on the electric arc for her husband (Prof. Ayrton) during his absence in America, and discovered the connection between current length and pressure in the arc. During the war she invented and presented to the War Office for the duration of the war, an Anti-Gas Fan, of which over 100,000 were used at the front. She also published a number of works on electricity.]

EARLIER CABLES.

GAEKWAR OF BARODA.

AMSTERDAM, August 27th.

The Gaekwar of Baroda died at Flushing during a journey from Berlin.

The late Gaekwar of Baroda was travelling to Flushing, where he intended to spend a few days, when he became ill on the train and was found dead on arrival at Flushing.

The body was placed in the royal waiting-room pending removal.

FAMOUS DUTCH ACTOR.

AMSTERDAM, August 27th.

The death is announced of the famous actor Louis Bouwmeester, as the result of being run over by a motor-car.

LETTY LIND.

LONDON, August 27th.

The death is announced of Letty Lind, the famous actress.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

THE JAPANESE CABINET.

TOKYO, August 28th.

The morning papers concur in the opinion that a continuation of the present cabinet is favoured by the Gento until after the elections in May, 1934.

COUNT YAMAMOTO TO FORM A CABINET.

TOKYO, August 28th.

Count Yamamoto has been summoned by the Regent. It is understood that he has been invited to form a Cabinet. Count Yamamoto has accepted the invitation to form a Cabinet, which it is expected he will submit to the Regent in two or three days.

FUNERAL OF THE LATE PREMIER.

TOKYO, August 28th.

The funeral of the late Premier (Baron Admiral Kato) took place this afternoon with Shinto rites and full naval honours befitting the rank of Fleet-Admiral. Flags were half-masted on the warships, which fired a salute at the time the ceremony was taking place.

The ceremonial was carried out at the late Premier's official residence, and was attended by representatives of Their Majesties, the Regent, Prince Kanin, Prince Nashimoto and Prince Kaya.

Members of the Diplomatic Corps and Cabinet and other prominent persons were present, after which the public were admitted in order to pay tribute to the dead statesman.

The interment which followed was purely a family affair.

CHUNGKING CAPTURED?

ICHANG, August 27th.

Steamers report that Chungking is again besieged by the Szechuan First Army, and that business is difficult, as labour is unobtainable.

PEKING, August 27th.

Reports reaching here announce the capture of Chungking on the 23rd inst., by the Kweichow General Chow Hsi-sheng. Yang Sen's whereabouts are unknown.

MR. WEATHERS.

SHANGHAI, August 27th.

It is reported that Mr. Weather's arrives at Hongkong on September 20th. [BY COURTESY OF "THE DAILY BULLETIN"]

PRESIDENTIAL ELECTION.

PEKING, August 27th.

It is reported that, as a result of a consultation between Wu Ching-hien and the Senate Administrative Committee, September 12th will be chosen for the preliminary meeting for the election of a President.

This may probably be followed by the regular election within three days. It will be remembered that in the case of Hsu Shih-chang, the regular election occurred the day after the preliminary meeting.

Much depends upon whether a quorum can be formed.

It is stated that at present there are 444 members of Parliament in Peking, which is 100 short of the required number, but some have arrived at Tientsin from Shanghai, and more are expected who are coming on to Peking.

Bribery is being openly employed, and it is commonly reported that each member will receive \$300.00 for his vote on the Presidential election.

There seems a possibility of Tiao Kun's party outbidding the others, thus bringing sufficient members of Parliament back to Peking for the election.

Kao Ling-wei is at present at Tientsin discussing with Tso Jun, the fate of the governing Cabinet in case the election is held before September 13th, when the authority of the Cabinet legally expires.

BANDITRY.

ATTACK ON ITALIAN CATHOLIC CHURCH AT TZECHOW.

PEKING, August 27th.

The Government has wired to Haino Yao-nan instructing him to protect foreigners at Tzechow, where the Italian Roman Catholic Church was burned last week, and also to send delegates there for an investigation.

FINANCIAL READJUSTMENT COMMITTEE.

PEKING, August 27th.

The Government has again urged Dr. W. Yen to take up his duties as Chairman of the Financial Readjustment Committee.

THE SHIPPING DISPUTE.

(Continued from page 5.)

Gentlemen.—The Attorney-General has handed me your letter of May 30th, and I am instructed to reply as follows:—

I enclose two copies of a draft of the proposed Indemnity Bill, but of course the draft may be altered before the introduction of the Bill. There was evidently some misunderstanding on the telephone between Mr. Shenton and the Attorney-General, as the latter informs me that he told Mr. Shenton that a draft bill was already in existence. With regard to the sixth paragraph of your letter I would remind you that the arrangement that the action should stand over was made at the request of your clients and the Government agreed only on condition that it should stand over until Mr. Fletcher's return. In these circumstances the Government must insist on the arrangement being adhered to.—Yours faithfully,

(Sd.) G. H. WATKINS,

Crown Solicitor.

After quoting letters from the Crown Solicitor on June 10th and June 22nd, 1921, Mr. Moller contends that they are sufficient to permit him to consider that:

1.—The Colony desired under all circumstances to hold its own mutual agreement of August, 1920, even though the outlook had entirely altered since then.

2.—It would not permit us to carry on with our legal proceedings when we knew the "Indemnity Ordinance" was in the air.

3.—It would not permit us to alter our position when the "Indemnity Ordinance" became a question of serious approaching moment.

4.—It suggested that we should receive considerable, reasonable and justifiable treatment at their hands when the ripe time arrived.

On August 2nd, 1921, the all important decision of the Singapore Supreme Court, against the Crown was delivered and became known. I have referred to this already.

In September 1921, the first reading of the Indemnity Bill took place.

On May 26th, 1922, we received the following letter from our Solicitors:

HONGKONG, May 25th 1922.

Dear Sirs:—I yesterday had an interview with Mr. Fletcher who informed me that he was now going into the file on this matter. That on the 8th proximo Mr. Claud Severn would return to the Colony and on that date he, Mr. Fletcher, would be relinquishing his present office, whereupon he would give the whole of his time to this matter, and would let us have a definite decision by the 15th proximo, furthermore that in the event of an arrangement not being come to, we would be given permission to continue our action, that is to say, under no circumstances would the Government force the Ordinance on us until after either an arrangement had been come to or a decision obtained in the case.

I regard the above as a very satisfactory arrangement.—Yours faithfully,

(Sd.) W. E. L. SHENTON.

On August 9th, 1922, we received the following letter from our Solicitor (en parte):

HONGKONG, August 9th, 1922.

Dear Mr. Moller:—I am in receipt of your letter of 3rd instant. There is no doubt that Fletcher had to go back on his statement. I do not think that the Government was more surprised than the Government when the Legislative Council refused to adopt their proposition thereby placing the Government in a very awkward position as regards the shipowners.—Yours sincerely,

W. E. L. SHENTON.

In August, 1922, the final reading of the Indemnity Bill took place. On July 25th, 1923, we were rendered entirely *hors de combat* by the Hongkong Chief Justice, Sir William Rees Davies, quite rightly dismissing a long pending action under the Ordinance which had now become law.

The whole of the above reads like a fairy tale, but is really the most unpainable exhibition of bad faith, that it has been my experience to witness in over 20 years of business in Shanghai.

Nevertheless, there was one outstanding redeeming feature through the long period of anxiety, and that was the frank sincerity of effort that Mr. A. G. M. Fletcher displayed and put forward in his continued attempts to see that the "distressed shipowners" should get a "fair deal." It went so far as to bring this long outstanding discussion almost to the point of an amicable settlement upon a basis of 60 per cent. and 50 per cent. division of the funds accrued.

This very right suggestion was thrown out by the Unofficial Members of the Legislative Council, for reasons best known to themselves, but such decision could not possibly have been based on a generous and equitable appreciation of all the circumstances of the position, although these were undoubtedly known to such members.

THE COMPLETE VINDICATION OF THE HONOUR OF HONGKONG AND THE POSITION ESTABLISHED.

The Hon. Mr. P. H. Holyoake, at the Legislative Council on July 20th, saw fit to remark in congratulatory terms upon the result of the action of Mr. Fletcher's most satisfactory report, which had now brought about the "complete vindication of the Colony" and placed it in "an incontrovertible position" from now onwards.

This honourable gentleman surely cannot seriously feel that "The Honour of Hongkong" has become completely vindicated by an act of piracy?—such being the description of the conduct of the Colonial Government of Hongkong, which was given by their own representative, to Mr. C. R. Burkill in London.

(Continued at foot of next column.)

CHARGE AGAINST A CHINESE GIRL.

REMARKABLE ALLEGATION.

A young Chinese girl named Tse Siu Sang, dressed in semi-European style, was charged before Mr. J. R. Wood at the Magistracy, yesterday afternoon, with feloniously procuring an unknown person to commit a robbery on an elderly Chinese woman.

Mr. Russ appeared for the complainant and Mr. A. E. Hall for the defence.

Mr. Russ, in opening the case, said the defendant, (who appeared in the dock) turned the complainant, an elderly woman to a quiet spot, having previously arranged with a confederate to rob her. The parties in the case were known to each other and the complainant was the wife of a commission agent at No. 27, Connaught Road West. The defendant was a girl friend and was more or less acquainted with the complainant. Shortly before this date the girl got to know that the complainant would be in possession of a certain amount of valuable jewellery and between 6 p.m. and 7 p.m. on the 12th inst. she called at the complainant's house and said she had won \$150 on a lottery ticket. She suggested taking the complainant to a theatre, the Chinese Y.M.C.A. for preference, where an American girl was doing some excellent acting. He understood that the Chinese Y.M.C.A. was in Bridges Street. The complainant agreed, though she rarely left her home and did not know her way about. They went by rickshaw for some little distance and then got out and walked up the hill. They walked for an hour in the dark, though Mr. Russ admitted that the time was probably exaggerated. At the top of the hill a man came out of the dark and threw pepper in the old lady's eyes and whilst she was under the influence of the pepper the man snatched her jewellery and made off with it. According to a little girl of seven years of age, who accompanied them, and who would give evidence, no pepper was thrown in the defendant's face and none of her jewellery was stolen; neither did she cry out for help, nor attempt to obtain assistance.

Mr. Russ also contended that the direction in which the girl took them was not that of Bridges Street, but in the direction of Helena May Institute and the robbery took place in a dark road which leads down from Government House towards the Helena May Institute.

After the robbery the girl took the old lady and the child home in chairs where she was accused by the complainant's husband of assisting in the robbery. She, however, contended that she also had been robbed of her jewellery and in the end asked the people not to report the matter to the Police Station, stating "conspire or not, I will make good."

Mr. Hall's contention for the defence, was that the girl also had been robbed of her necklace and \$60 in money, and that it was the old lady who suggested going to the theatre when she (the defendant) called at the house about the payment of \$34 owing for some Chinese pictures which she had painted.

After hearing the evidence, his Worship dismissed the case.

This honourable gentleman surely cannot feel that the incontrovertible statement of Mr. Fletcher's report have been established, when stating him in the face, and delivered the very day before his remarks were made, is that Supreme Court judgment, finally barring the Colony's shipowners and myself from having a fair hearing, but based on legislation originated by the Government of the Colony itself, with a view of retaining monies which could not otherwise possibly be held by them.

Surely this honourable gentleman in view of the letters exposed by me, will not think that his Colony has been whitewashed when they have held the shipowners off from carrying on their legal proceedings, under the pretext that the shipowners must be loyal and stand by their word given by me in August 1920, while gradually during the interim, a position was being created through the introduction of the Indemnity Bill, which would make their claim valueless.

After this communication, will this honourable gentleman answer me the following questions.

1.—Did the colony of Hongkong commandeer and use our ships for purposes other than those connected with the war and the protection of the Colony?

2.—Did the Colony of Hongkong take unto itself enormous profits accruing during the period of trading with our vessels?

3.—Did the Colony of Hongkong have any legal authority in any shipowner form, to carry out such act?

4.—Does he still consider my remark out of order, that the conduct of the Colony of Hongkong was "pitiless and relentless" towards shipowners, in view of the distressed position we are now all placed in?

5.—Will he deny that the Colony of Hongkong, expressly created the "Indemnity Bill" with a view of crushing our legal proceedings and putting us as claimants out of Court?

6.—In view of the correspondence now disclosed by me and showing that we were requested to stay proceedings, and were invited to trust and believe that a possible amicable settlement could be brought about, will he deny that the Indemnity Bill was being put into shape in the interim?

DOBBIE, McINNES & CLYDE.

NAUTICAL SPECIALTIES.

SHIPS' COMPASSES.
SOUNDING MACHINES.
CHRONOMETERS.
CLOCKS.
BAROMETERS.
TELESCOPES, Etc.
STEAM ENGINE INDICATORS.
& SPARES.
PRESSURE & VACUUM GAUGES.

AGENTS:
LANE, CRAWFORD, LTD.
TEL. 1741. HONGKONG.

WORLD THEATRE

WEDNESDAY, 29th, to SATURDAY, 1st September,
at 5.15 and 9.15 p.m.

HOOT GIBSON

In a Story of Thrills and Romance.

SHOOTIN FOR LOVE.

NEW LEATHER PUSHERS
ROUND 11.

USUAL PRICES. BOOKING AT THE THEATRE.

Thos. Cook & Son.

BANKING AND EXCHANGE DEPT.
COOK'S CIRCULAR NOTES combine
MAXIMUM SAFETY with CONVENIENCE.

A special feature is the precautions Taken to ensure
the maximum safety possible.

Ask for descriptive booklet at any of our offices.

Head Office:— LUDGATE CIRCUS, LONDON E.C. HONGKONG HOTEL BUILDING
Telegraphic Address:—COUPON Telephone: Central Nos. 524-5

Elastic Specially Made for
Wearing Quality

Only the very best quality of live elastic, made from new rubber, is used in the manufacture of

PARIS GARTERS

and that is one reason why they give greater comfort and longer wear than you expect of any other garters. You will know this when you wear a pair of Paris Garters. You will also discover the other four of the famous five reasons why Paris Garters have become the standard throughout the world.

All haberdashers sell Paris Garters in both the double and single hose grip models and in either cotton or silk. But be SURE they are Paris Garters to avoid disappointment. Insist on getting the genuine.

A. STEIN & COMPANY
Makers—Chicago, U. S. A.
Distributors:
Muller & Phipps (Aust.), Ltd.
Hong Kong

WORK AND BE HAPPY.

LORD CHIEF JUSTICE'S ADVICE TO WOMEN.

"There were people who regarded education as like so much petrol, capable of yielding a uniform horsepower in any kind of engine," said the Lord Chief Justice, speaking at the Rodean School for girls.

It was the nature of education, he said, to depend not only on those who gave, but also, in many vital respects, upon those who received. Education brought to light profound inequalities. There were no golden instincts out of leaden natures, and they could no more get the essentials of scholarship into some minds than they could get good sense and common fairness into some dispositions.

In a comparatively long life, he had never known anybody who worked too hard. He had, of course, known—there had all known—many persons who thought that they worked too hard, and a far greater number of persons of whom their female relatives said that they worked too hard. But his considered conclusion was that excessive work was really what Mr. Gladstone would have called a "nebulous hypothesis." Hard work was undoubtedly one of the most exhilarating things in the world, and, on the other hand, the conception of life as a continuous and permanent half-term holiday was not always and completely satisfying to the human mind.

Many at least of the barriers against women had at length been taken away. Women could now vote, and he voted for them; they could take degrees, sit on juries, practise at the Bar, be magistrates. Women had it in their power to achieve much for the great cause of peace.

BREACH OF PROMISE IN FRANCE.

MAN'S PARENTS TO PAY DAMAGES.

"We have decided that our son is too young to marry," wrote a man's parents to his fiancée after a four years' engagement, says *The Times* correspondent in Paris. The faithful lover airily added: "I bow to the wish of my parents. Adieu. Be happy."

The sequel took place in Court when 15,000 francs damages were awarded to the girl against the man's parents. This is the first time damages have been awarded in France in a breach of promise action, except in cases of seduction, which is not involved in the present suit.

The Court's judgment was based on an article in the Civil Code saying: "Those causing damage to others will be held responsible for reparation." This establishes the responsibility of French parents in respect of the promise of marriage, and it safeguards the dignity and material interests of marriageable girls. The Court pointed out that an unjustifiable breach of promise prejudices a girl's chance of contracting another marriage. The judge condemned the parents for not studying the character of their proposed daughter-in-law before consenting to their son's engagement.

NOVELS FOR WOMEN ONLY

"Get into the country; walk, eat, and read novels."

This was the prescription given a little while ago to an over-worked business man who consulted his doctor.

The patient replied that he could not undertake to follow the last detail of the treatment.

"I can't read novels," he complained. "Biographies, histories, if you like; but novels bore me."

The doctor insisted: "You are suffering from over-work. You must get away from facts. Your imagination needs stirring. Do as I tell you and I promise that you will benefit."

The man obeyed, and some weeks afterwards he thanked his doctor.

"You were right," he said. "I needed a mental rest and I got it by reading fiction."

Men need subtly to be encouraged to read more fiction.

"I stopped reading fiction when Kipling stopped writing it," a man said to me a day or two ago.

Kipling, essentially a man's writer, has no successor. Most of the men who are writing fiction to-day are writing for a feminine public. This is flattering to women, but there are many women who like to read books which appeal to men. Every schoolgirl likes stories of boys' schools, and every woman likes sometimes to get away from the novel of marriage or love, which deals almost exclusively with the woman's point of view, to the novel written by a man for men.

Men do not read modern novels because they are not deeply interested in analyses of the relationship between the sexes. Such books usually bore them. Stories of great endeavour, of adventure, of high romance, or of very unsentimental but unforced simplicity, men like.

But who is writing them to-day? It is possible that in five and twenty years' time fiction will be written for women, about women, by women.

The age needs another Kipling—"B.D." in the *Daily Mail*.

GIRL'S ACHIEVEMENT.

WORKHOUSE TO UNIVERSITY.

At a meeting of the Birmingham Board of Guardians last month Mr. R. White stated that a girl formerly in their care had gained a Bachelor of Arts degree at Birmingham University.

Her name was not disclosed so that her connection with the institution might not prejudice her future, but it was stated that she is about 20. She was boarded out in Warwickshire and showed much promise during her school days. This a teacher recommended that she should be given a chance to go to a university. This was agreed to.

She showed special aptitude for languages, and will take a position as teacher in a council secondary school.



Appreciation from All Quarters

For every one who writes and testifies to the benefit received from Hall's Wine, the Great British Tonic for Health and Strength, there must be hundreds who do not take the trouble. But, judging from our files alone, its growth during nearly thirty years in the favour of doctors, nurses and patients is phenomenal.

A doctor writes: "For mental and physical exhaustion, I know nothing better than Hall's Wine. I take it myself when run down."

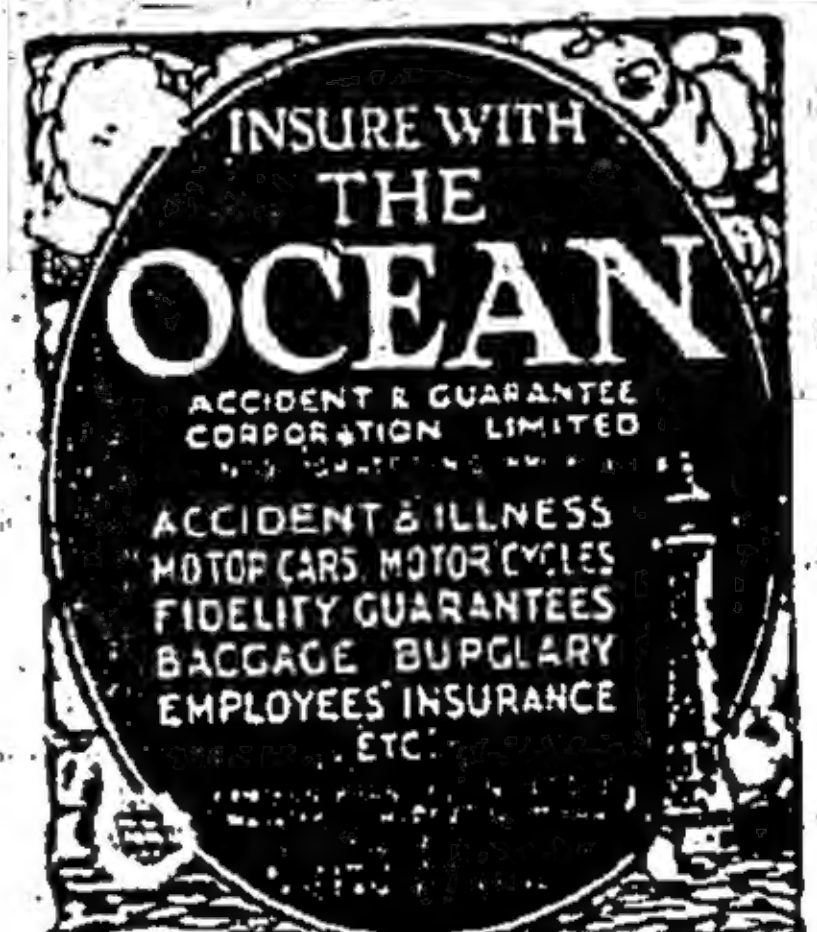
A patient writes: "Hall's Wine has made me feel much stronger, in fact, I feel twice as well since I have been taking it."

Hall's Wine

THE SUPREME RESTORATIVE
Hall's Wine is obtainable from all British Chemists and Wine Merchants.

Sole Proprietors:
STEVENS & CO. LTD.
202, LONDON, ENGLAND.

AGENTS:—BANKER & CO., LTD., HONGKONG.



SHANGHAI OFFICE:—
No. 39, PEKING ROAD, SHANGHAI.

AGENTS for Hongkong and South China
DODWELL & CO. LTD.
TEL. 8, 1030, 2, QUEEN'S BLDG.

Wise Up a bit

Gets-It FOR CORNS At All Chemists

THE NEW STRONG REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Borneo—K.S. and No. 1150, 970.

POSITION VACANT—REPORTER
WANTED by Progressive Morning Paper, in Shanghai. Good Opening for Sober, Industrious Man. General Reporting, Notes, Specials. Apply with Statement of Experience, Salary expected, etc., to Box Y.E. c/o The Hongkong Daily Press. [123]

TO LET—SHOPS AND OFFICES in the New Building now being erected on the Old Post Office site in Queen's Road Central and Fodder Street, the Ground-floor accommodation being suitable for Banks or large Stores. For Terms, apply to the undersigned.
H. H. KOTWALL & Co., Alexandra Buildings. [127]

TO LET—ONE OFFICE ROOM in the Prince's Building. Apply HARRY WICKING & Co. [124]

TO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply 168.



For Baby's brothers and sisters, too!

To grow from babyhood into sturdy, happy childhood, your children need a food rich in body-building qualities, and a food that will not tax their delicate digestions. Plenty of milk is what they require, milk in its safest, most suitable form—Glaxo.

Glaxo is pure, rich milk, made easily digestible and germ-free by the Glaxo Process. Packed in an air-tight, sealed tin, safe from contamination, it safeguards the children from diarrhoea and many other diseases borne by ordinary milk.

Ask your Doctor!

Let them drink

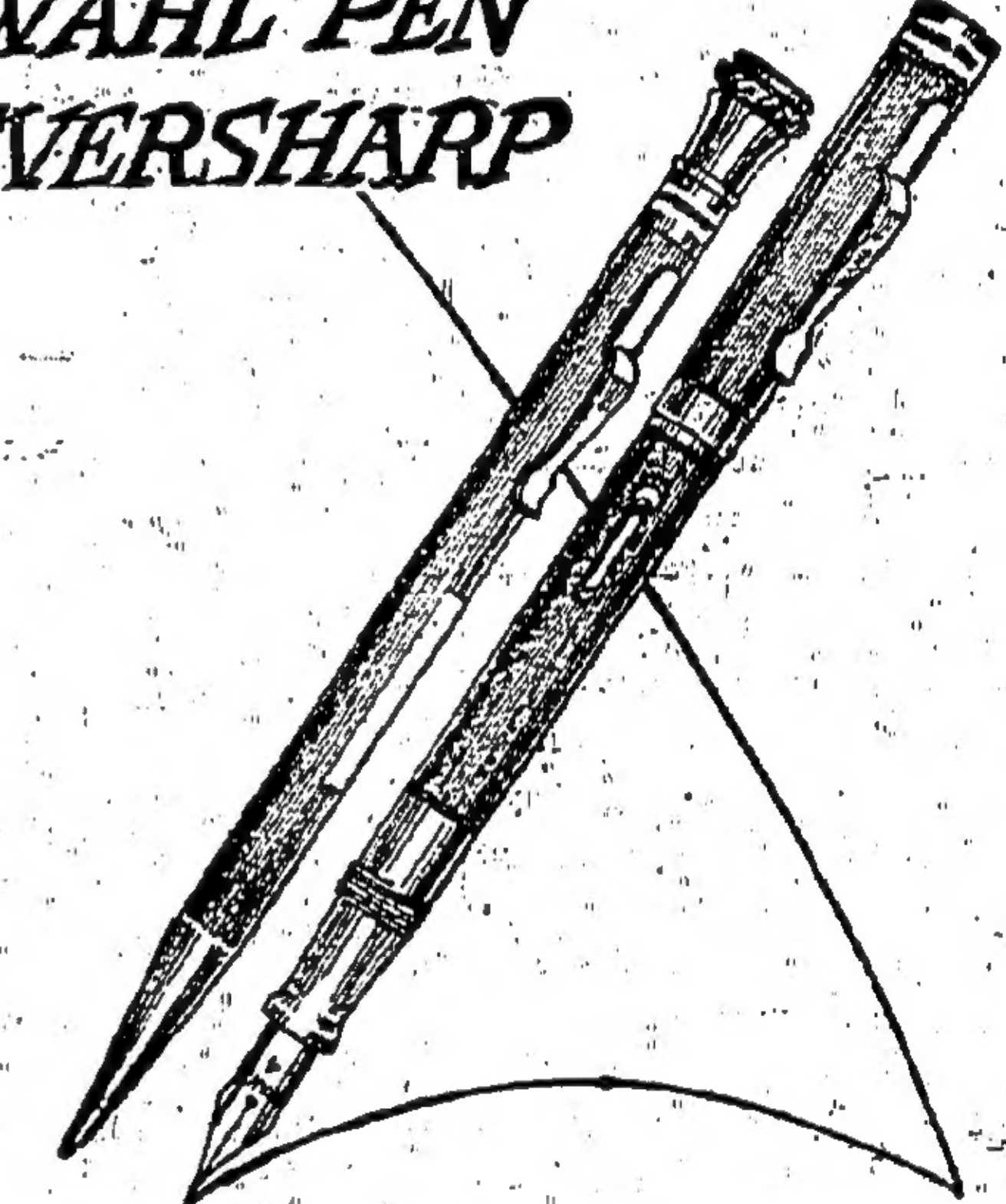


every day, and make their milk puddings, custards, bread-and-milk, porridge, etc., with GLAXO

GLAXO is obtainable at All Chemists and High Class Dealers. Sole Distributors for South China: **W. H. LOXLEY & Co.,** Hongkong.

Provincers: Joseph Nathan & Co., Limited, London and New Zealand.

Wahl Pen EVERSHARP



EVERSHARP and Wahl Pen make a complete writing set. Perfect in mechanism—beautiful in design—unequalled in usefulness and dependability. Each has an exclusive feature to be found in no similar product—the rifled tip of Eversharp keeps the leads firm and sharp and the all-metal barrel of Wahl Pen gives greater ink capacity.

For Sale at Leading Shops Everywhere

Wholesale Distributors for China:
STANDARD PRODUCTS COMPANY, INC.
14, Canton Road, SHANGHAI.

HORLICK'S MALTED MILK

Drink HORLICK'S MALTED MILK.

Whether a baby or "grown-up" the health-giving properties of HORLICK'S the FOOD DRINK are put into operation right away.

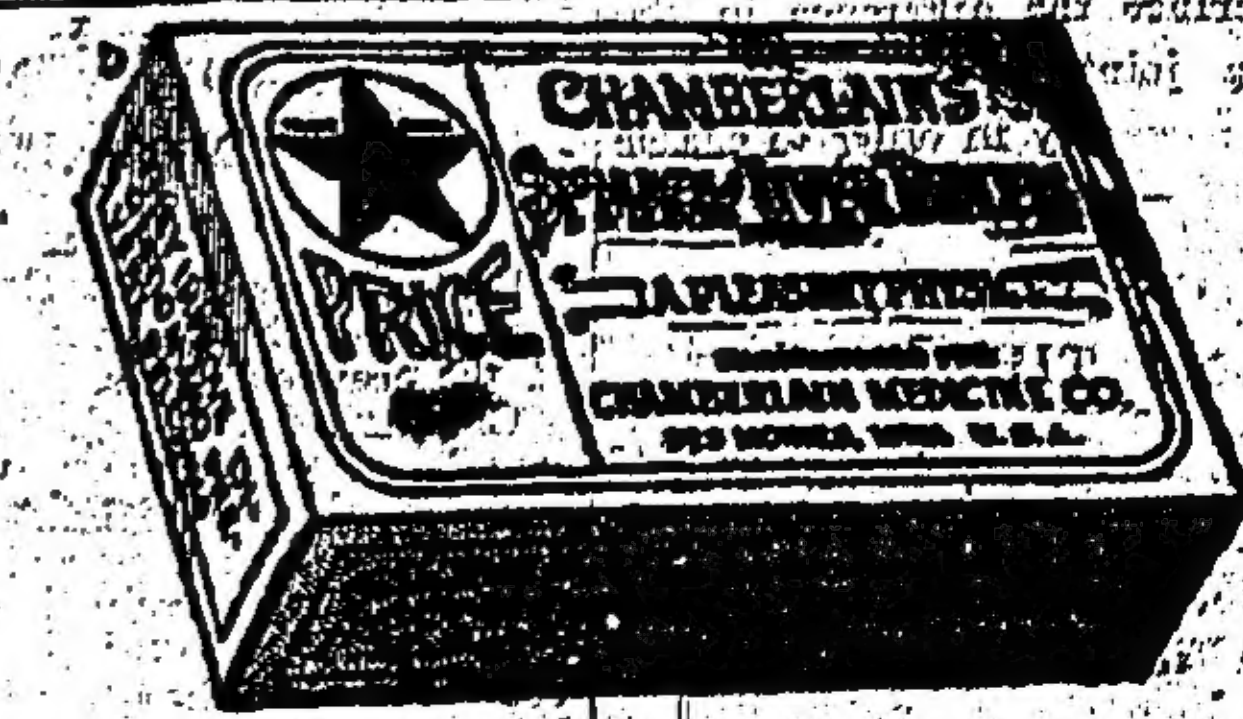
The blood becomes purified, and the brain and body are nourished and "wound-up" as Nature intended by pure food.

Made in an instant by the addition of a little water, hot or cold.

Of all Chemical Food Sources.



HORLICK'S MALTED MILK CO.
SLOUGH, BUCKS., ENG.



JAVA-CHINA-JAPAN



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPARTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	NORTH CHINA	—	7th Sept.	BATAVIA
TJIBODAS	JAPAN	6th Sept.	8th Sept.	MACANAR & SOERABAYA
TJITAROEM	—	—	14th Sept.	BATAVIA

Wireless Telegraphy.
The Steamers are all fitted through with Electric Lights and have accommodation for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the
JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA.
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN.
Taking cargo for Belgium, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

Arrivals from Europe.		
S.S. "KERTOSONO"	...	30th Aug.
S.S. "OOSTERKERK"	...	25th Sept.
S.S. "OUDERKERK"	...	23rd Oct.

Sailings to Europe subject to alterations.

STEAMERS	FOR	Sailing on or about
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	10th Sept.
"KERTOSONO"	Amsterdam, Rotterdam, Hamburg & Bremen	6th Oct.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

Yokohama

General Agents.

THE RED HAND

COMPOSITIONS LIMITED,
LONDON.Contractors to the Admiralty, India Office, War Office,
Crown Agents for the Colonies, &c.**"THE RED HAND BRAND."**Antifouling Compositions for Ships' Bottoms,
Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL & CO., LTD.
SOLE AGENTS.

0125

Hotels JAPAN AND MANCHURIA

Members of Japan Hotel Association
c/o TRAVEL BUREAU, DEPT. OF RAILWAYS, TOKYO.Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

IN JAPAN PROPER

Chuzenji (Nikko) —	Kyoto —	Nagoya —	Shizuka —
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel	Daitokuwan Hotel
Kamakura —	Miyako Hotel	Nara —	Tokyo —
Kashin Hotel	Matsumoto —	Nara Hotel	Imperial Hotel
Kanazawa —	Park Hotel	Nikko —	Omori Hotel
Mikasa Hotel	Miyajima —	Kanaya Hotel	Tokyo Station Hotel
Mampei Hotel	Miyajima Hotel	Nikko Hotel	Tokyo Station Hotel
Kobe —	Miyajima Hotel	Osaka —	Yokohama —
Oriental Hotel	Fujiya Hotel	Shimonoseki —	Grand Hotel
Tor Hotel	Nagasaki —	Shimonoseki Hotel	
	Japan Hotel	Shimonoseki Hotel	

IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSUN

Fusan —	Changchun —
Fusan Station Hotel	Yamato Hotel
Kojin (Seoul) —	Dairen —
Chosen Hotel	Yamato Hotel
Shingahn —	Hankow —
Shingahn Station Hotel	Yamato Hotel

IN MANCHURIA

Hsin (Mokden) —
Yamato Hotel
Bygonia (Port Arthur) —
Yamato Hotel

SOCIALIST M.P. AND THE FLAG

ANGRY COMMONS SCENE.

In the House of Commons on July 17th, Lieut. Commander Kenworthy moved to omit from the schedule of the Expiring Laws Continuance Bill the reference which would continue Section 1 of the Aliens Restriction (Amendment) Act, 1919. This, he explained, related to restrictions on former enemy aliens entering the United Kingdom. Some of the sections of the Act were, he admitted, just, but this particular section was purely a war relic. We were a great trading and commercial community, and it was becoming increasingly difficult to find markets for our manufactures. It was not, therefore, good business to put restrictions on foreigners who came in the interests of trade.

Captain Viscount Curzon submitted that this provision was about the only safeguard we had against the flooding of the country with a lot of undesirable aliens. Mr. Kirkwood (Lab. Soc.) asked what aliens were to be excluded. Pointing to the Government supporters, he described them as "murderers, thieves, and scoundrels." (Cries of "Order, order.") Were the Civils who murdered and ravaged throughout the land when they came over with the Conquerors, to go back to Normandy? He never called certain members who sat on the Government benches noble lords; he believed they were ignoble.

The Deputy-Chairman (Captain Fitzroy) called Mr. Kirkwood to order. Mr. Kirkwood: I am telling the House about some of the aliens who are living on the flesh and blood of the British working class. Referring to the Government supporters, he remarked: "If they had to work they could not do it."

The Deputy-Chairman: If the hon. member does not deal with the question before the House, I must ask him to resume his seat. Mr. Kirkwood, continuing, said that it was the working class who were to be excluded, but when King Maugham came out of Lisbon he came to the British haven of rest. He belonged to the king-clubs, of whom there were quite a number unemployed—and there would be more unemployed, "although you have all your paraphernalia you range round your present one." (Loud cries of "Order.") Later Mr. Kirkwood, referred to the National Flag as "the Union Jack, that rag." (Angry cries of protest.)

The Deputy-Chairman: It is quite unnecessary for the hon. member to make remarks which are unnecessarily offensive. Hon. Members (to Mr. Kirkwood): "Withdraw."

Mr. Newbold (Communist): How much profit have hon. members opposite made out of the flag? Is that the ground of their objection?

Mr. Hannan: Has the hon. member the right to insult the flag?

The Deputy-Chairman: I hope he will take the opportunity of saying he did not mean anything offensive. He has made a remark which was offensive to a large section of the House.

Hon. Members: To all of us. Mr. Kirkwood: They must see that I did not mean anything offensive by the way I am lashing them. (Ministerial cries of "Withdraw.")

Mr. Hannan (who was met with cries of "Sit down, sit down" from Mr. Newbold): The hon. member has made an observation which is insulting to the whole of the Empire. (Ministerial cheers.)

The Chairman: I said distinctly that the observation was not in order, and the hon. member told me that he did not mean it to be offensive. (Hear, hear.) Mr. Kirkwood, continuing, said he raised his voice in protest because he knew from experience that the British ruling class was not to be trusted. He would let the Socialist movement understand that the Socialist movement was prepared to fight, and would fight, until it carried a Socialist Republic, even at the point of the bayonet.

Mr. Bridgeman (Home Secretary) said that anybody who had the slightest knowledge of the present state of affairs in Europe knew perfectly well that if we had no power to exclude aliens England would very soon be flooded with them, whether undesirable or not. It was perfect madness to suppose that with over half a million unemployed in our midst we could allow that. (Hear, hear.) Mr. Kirkwood in his very poisonous speech, had said that it was a case of the working classes. It was to protect the working classes that he wanted this section retained. He had had with regret to exclude very hard cases, but if these people had come in they would have taken work out of the hands of British workmen.

Mr. Bridgeman moved the closure, which was carried by 193 votes to 131. The amendment was then negatived without a division.

AMERICAN SWIMS THE CHANNEL

The thrilling nature of Harry Sullivan's final struggle was revealed in the story told to members of the party when he returned to Dover on August 7th.

Sullivan covered the first five miles in three hours, and, encouraged by relays of swimmers, was only a few miles off the French coast at 6 o'clock on Monday morning, swimming with unabated energy and only complaining of pains in the abdomen. They came the great fight with the tide, which was so intense that late in the afternoon abandonment seemed imminent. The swimmer was buffeted up and down the coast, swimming strongly, but not making any headway against the set-off from the coast. He held grimly on, however, until, still accompanied by two swimmers, he stepped ashore before a big crowd, in very tired though fair condition.

He used the breast stroke practically throughout, and occasionally took nourishment. Sullivan was fed only on egg and milk during his swim, and his first request on landing was for an ice cream. Mrs. Corson abandoned her swim at midnight two miles off Sangatte after 12 hours. Towards the end she was much knocked about by the broken sea.

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT SAID AND STRAITS.

THE Steamship,

"PEMBROKESHIRE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st August, 1923, at Noon, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 30th August, 1923, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 24th August, 1923. [1204]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PERSEUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 25th August.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 3rd August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 14th Sept., or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th August, 1923. [1207]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG AND ANTWERP.

THE Steamship

"SOPHIE RICKMERS"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 1st proximo, at 10 a.m. All claims must be presented within fifteen days of the steamer's arrival, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd proximo, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by NAAMLOOZE-VERENIGING, CARL BODIKER & CO.'S, HANDELSMAATSCHAPPIJ (LTD.), Agents, Rickmers Linie.
Hongkong, 27th August, 1923. [1211]

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

NEWCHWANG via SWATOW	"TAKSANG"	Wednesday, 29th Aug., Noon.
SHANGHAI		
TSINGTAU via SWATOW	"YUSANG"	Wednesday, 29th Aug., Noon.
SHANGHAI	"NAMSANG"	Thursday, 30th Aug., 8 a.m.
KORE via MOU	"MAUSANG"	Thursday, 30th Aug., 2 p.m.
SANDAKAN	"FOOKSANG"	Thursday, 30th Aug., 3 p.m.
STRAITS & CALCUTTA	"MINGSANG"	Friday, 31st Aug., 3 p.m.
MANILA		
TIENTSIN	"CHEONGSHING"	Saturday, 1st Sept., Noon.
SHANGHAI via SWATOW	"LOKSANG"	Sunday, 2nd Sept., Noon.
BANGKOK via SWATOW	"KWAISANG"	Monday, 3rd Sept., Noon.
BANGKOK via HOIHOW	"CHUNSANG"	Wednesday, 5th Sept., 8 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 7th Sept., 8 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Tuesday, 14th Sept., 3 p.m.

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; resuming from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE — Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze River via Shanghai.

MANILA LINE — A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE — Sailings approximately weekly for passengers and cargo calling at Haiphong where indentment office.

BORNEO LINE — Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HISEANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE — A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiao.

BANGKOK LINE — A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about

Thursday, 30th Aug., at 3 p.m., for SINGAPORE, PENANG, & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

HOMWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharge
"GLENLUCE"	...	10th Sept.	"GLENSANDA"	...
"GLENGLUE"	...	20th Sept.	Glenca/London, Rotterdam and Hamburg.	
"CARMARTHENSHIRE"	...	6th Oct.		

Movements are subject to change without notice.
For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,**The Glen Line, Ltd., AGENTS.**

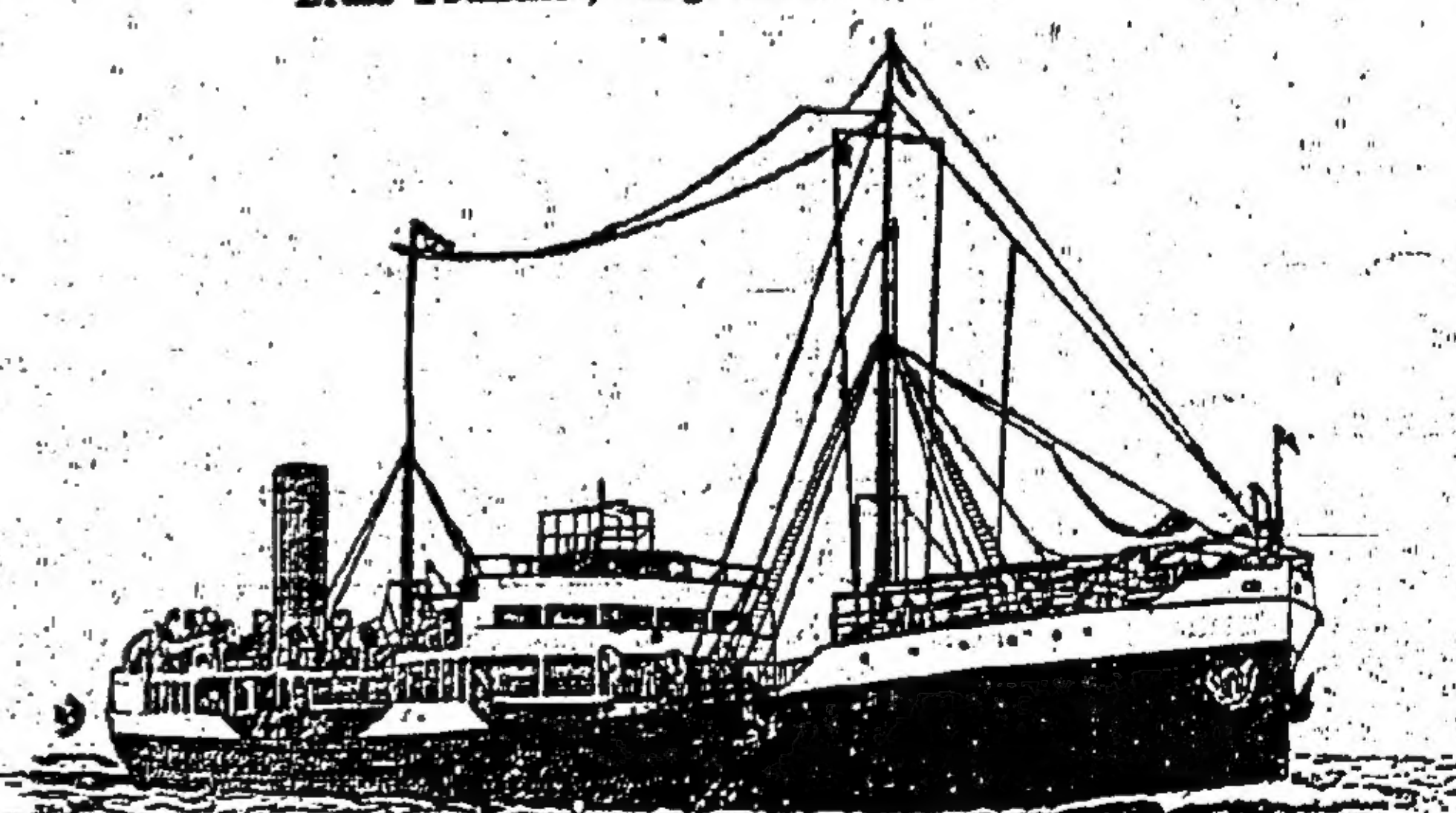
Telephone: Central No. 215 sub-ex-225 and Central 2196.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.R.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

427'0" x 55'1" x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS

August 27th.

Yadr. French str., 286 tons, Capt. Le Chevalier, from Haiphong, with a general cargo.—Kai Yue & Co.

Fan Chuan. Dutch str., 2,892 tons, Capt. F. Schlette, from Singapore, with a general cargo.—J.C.J.L.

August 28th.

City of Boston. British str., 3,702 tons, Capt. J. A. Singleton, from Foochow, with a general cargo.—Bank Line.

City of Norwich. British str., 3,348 tons, Capt. W. Myles, from Manila, with a general cargo.—Bank Line.

Empress of Asia. British str., 3,883 tons, Capt. L. D. Douglas, R.N.R., from Vancouver, B.C., with a general cargo.—Canadian Pacific Steamship Co.

Namsing. British str., 2,591 tons, Capt. H. E. Gilroy, from Singapore, with a general cargo.—Jardine, Matheson & Co.

President Pierce. American str., 9,993 tons, H. L. Jones, from Manila, with a general cargo.—Pacific Mail S.S. Co.

Suwa Maru. Japanese str., 6,574 tons, Capt. K. Okamoto, from Shanghai, with a general cargo.—N.Y.K.

Wakasa Maru. Japanese str., 6,062 tons, Capt. K. Horikawa, from Moji, with a general cargo.—N.Y.K.

Tamihara. British str., 3,113 tons, Capt. T. B. Nelson, from Dairen, with a general cargo.—B. & S.

CLEARANCES

August 28th.

Amethyst. for Moji.

Kanchan. for Weihaiwei.

Suwa Maru. for Singapore.

Tan Chuan. for Swatow.

Wakasa Maru. for Singapore.

PASSENGERS

ARRIVALS

Per s.s. *Fan Chuan*, on August 27th.—Mr. Vogel.

Per s.s. *Namsing*, on August 28th.—Mr. C. A. Ellis, Lieut. E. R. Playford, Miss M. A. Woods.

Per R.M.S. *Empress of Asia*, on August 28th.—Mr. M. F. Abdulali, Miss A. H. Brennan, Rev. T. A. Broadfoot, Sir J. T. Broom, Mr. and Mrs. A. L. Barton, Mr. C. H. Benson, Mr. A. A. Chaxton, Mr. P. Cheng, Mr. J. M. Dalgarno, Mr. C. A. De Witt, Mr. M. T. Elzeai, Mr. W. W. Ewing, Mr. K. Ewing, Mr. and Mrs. A. T. Gowen, Mr. B. C. Hale, Miss F. J. Holman, Mr. L. S. Hooper, Mr. F. Hove, Capt. and Mrs. H. L. Oudenhoven, Mr. T. Pyburn, Mr. T. Pearson, Rev. and Mrs. C. Rutherford, Mr. T. W. Shearstone, Mr. C. A. W. van Dyk, Rev. W. L. Worcester, Miss M. Worcester, Mr. N. Woodcock, Mr. C. E. Wolcott, Mr. L. Yates, Mr. and Mrs. G. H. Arnold, Mr. and Mrs. G. Bruchman, Mr. J. B. Bol, Mrs. J. B. Cunningham, Sister Cecile, Mr. J. Davis, Sister Ernestine, Mr. C. E. Gaunt, Mr. A. G. Gonzalez, Mr. S. Hachima, Mr. and Mrs. W. J. and Miss Harris, Mr. and Mrs. S. W. and Miss Kintish, Miss E. Lowry, Mr. Geo. H. O. Lin, Mr. Peter Mar, Mr. S. O. Moy, Mr. and Mrs. H. G. Miller, Miss N. Mortimer, Mr. E. O. Ness, Mr. S. Nakamura, Miss F. F. Pike, Miss Miss G. M. Razavet, Miss E. N. Stewart, Mr. W. A. Sims, Mr. and Mrs. Van Gorder, Mr. and Mrs. J. G. Valdez, Mr. J. Van der Sly, Mr. C. S. Van der Fleet, Mrs. L. S. Young, Mr. K. C. Young, Mr. Fou Young.

SHIPPING MOVEMENTS

The B.I. and Apear line's s.s. *Japan* left Moji for this port on the 26th inst., and is due here on the morning of the 31st inst.

The M.M. s.s. *Jagers*, for Shanghai and Japan, left Marseilles on August 24th, and is expected at Hongkong on September 25th.

The s.s. *Mentor* (Blue Funnel), from Liverpool, left Singapore on the 24th inst. for this port, and is due here on the 29th inst., at 7 a.m.

The s.s. *Agamemnon* (Blue Funnel), for Marseilles, Havre, Liverpool and Glasgow, left Shanghai on the 27th inst. for this port, and is due here on the 30th inst. She will be despatched on September 1st at daylight.

VESSELS EXPECTED

Amboise (M.M.), due August 30th.

Bellerophon (Blue Funnel), due Sept. 7th.

Benledi (Ben Line), due Sept. 8th.

Cordillera (M.M.), due September 11th.

Eastern (E. & A.), due August 31st.

Elpenor (Blue Funnel), due Sept. 12th.

Empress of Canada, due September 10th.

Libon Maru (N.Y.K.), due August 29th.

Libon Maru (N.Y.K.), due today.

Mentor (Blue Funnel), due August 31st.

Meriones (Blue Funnel), due Sept. 8th.

Rango Maru, due today.

Themius (Blue Funnel), due Sept. 19th.

Wangon Maru, due today.

Siberia Maru, due September 6th.

Sicilia (P. & O.), due August 30th.

Tunda (B.I. and Apear), due today.

CANADIAN PACIFIC



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Vancouver	Due England
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 24	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held open and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAQ.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE.

First class throughout. £120. HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU. STEAMERS. SHINYO MARU (calling at Manila and Keelung), 22,000 tons, Aug. 31st. SIBERIA MARU (calling at Dairen), 20,000 tons, Sept. 15th. TAIYO MARU (calling at Manila and Keelung), 22,000 tons, Sept. 26th. TENYO MARU (calling at Keelung), 22,000 tons, Oct. 25th. KOREA MARU (calling at Manila and Keelung), 20,000 tons, Nov. 1st.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, AFRICA AND IQUIQUE. THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS. LEAVE HONGKONG. SHINYO MARU 16,000 tons, September 5th. ANJO MARU 13,700 tons, October 20th. SEIYO MARU 14,000 tons, December 4th. HAKUYO MARU 18,500 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE. between OSAKA, KOBE, MOJI, DAIREN, HONGKONG, DATAVIA, SAMARANG AND SOERABAYA.

STEAMER. DESTINATION. LEAVE HONGKONG. PERSIA MARU (Batavia, Samarang & Sourabaya), September 10th. NEW YORK LINE. (Freight only) VIA JAVA AND SUEZ.

STEAMER. LEAVE HONGKONG. MEIYO MARU, about September 24th. For full information regarding Passengers, Freight & Sailings. Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2374 & 2375. Agents at Canton: Messrs. T. E. GRIFFITH.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoihow & Pakhoi

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: No. 27, Bonham Strand, West. Tel. Central No. 185.
S. MITAHAI, Agent. Top Floor, King's Building. Tel. Central No. 140.

FOR EUROPE AND AMERICA

INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

Is given of the

HONGKONG WEEKLY PRESS

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."
Subscription, paid in advance, \$15 per annum, including postage to all parts of the world. \$14.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... \$1.75.

On Sale at

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WAUGH Ltd

Messrs. BROWN & Co.

Canton: Messrs. A. S. WATSON & Co.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December, 1922. With Index, Price \$7.50. On sale at the Hongkong Daily Press.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

via

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

"PRESIDENT PIERCE" ... Aug. 29th.

"PRESIDENT LINCOLN" ... Sept. 17th.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120

£112

£110

FIRST CLASS THROUGHOUT.

CABIN CLASS ON ATLANTIC.

SECOND CLASS ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK.

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND

ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT LINCOLN" ... Sept. 17th.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... Sept. 14th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G\$405, G\$420, G\$440.

SHIDYUOKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

FUSHIMI MARU ... Wednesday, 13th Sept., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCE.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Friday, 31st Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 3rd Aug.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

TATEISHI MARU ... Sunday, 2nd Sept.

NAGANO MARU ... Monday, 3rd Sept.

AWA MARU ... Monday, 3rd Sept.

KITANO MARU ... Wednesday, 12th Sept.

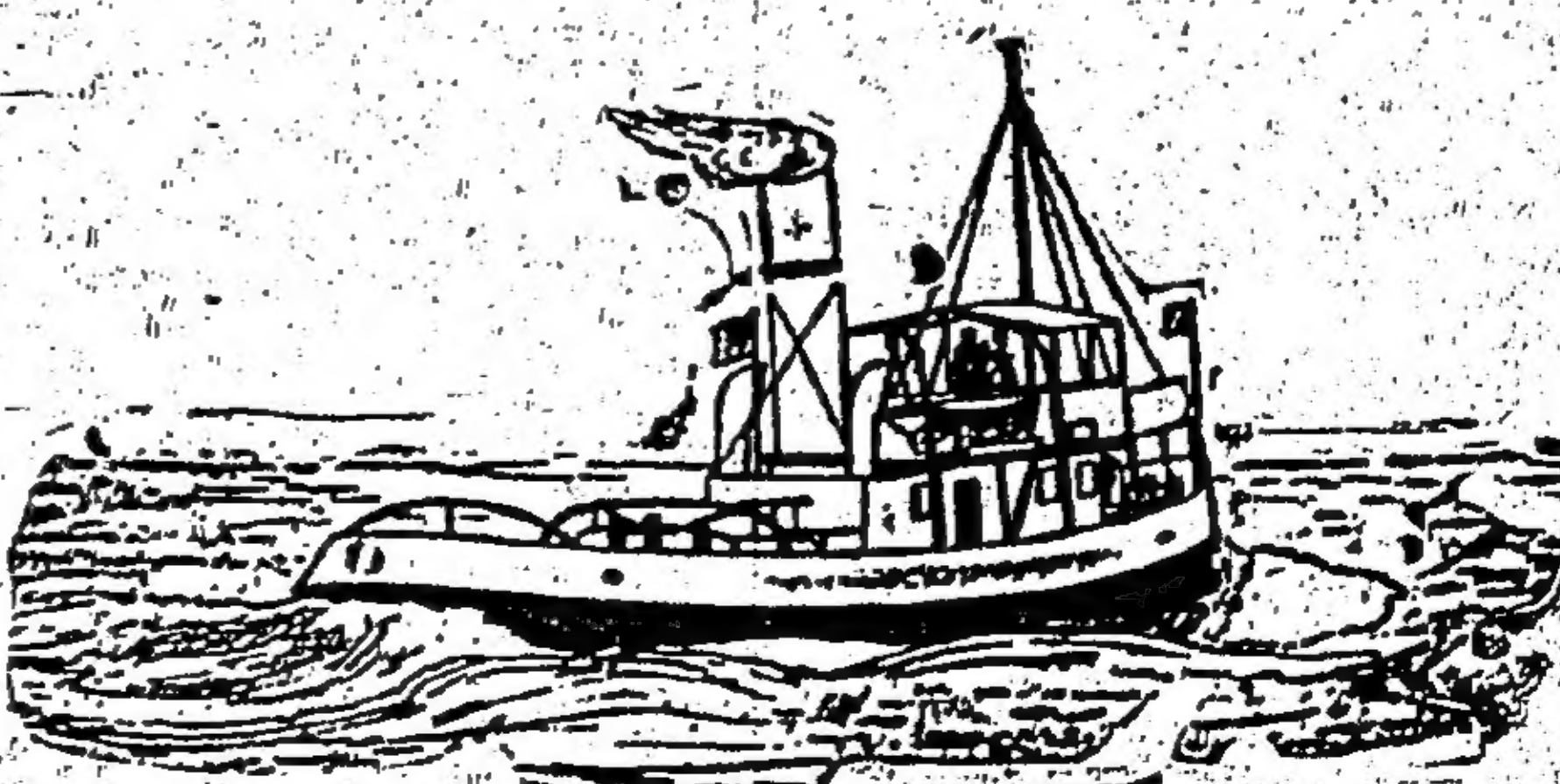
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 232, 233 & 242. F. OGURI, Manager.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-erection abroad.



DELIVERED FOR ROYAL "LION" STEAMER BY W. S. BAILEY & CO., LTD.

Poller & Sons, Founders and Constructional Engineers and Repairers.

WEATHER REPORT.

August 27th at 15.40.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 22 deg. N. Long. 116 deg. E., moving N.N.W.

August 28th at 11.33.—Warning to Hongkong, Coast Ports, &c.—Typhoon in Lat. 24 deg. N. Long. 114 deg. E., filling up, position uncertain.

August 28th at 6.45.—Local signal No. 5 lowered.

August 29th at 11.35.—Pressure has increased slightly at Hongkong and over Formosa. It has decreased moderately at Haiphong and slightly at Shanghai. Over the Philippines it is nearly stationary.

The typhoon is filled up to the north of Hongkong.

Hongkong rainfall for the 24 hours ending at 10 a.m., 28th August, 2.83 inches. Total since January 1st, 65.30 inches, against an average of 64.81 inches.

The forecast for the 24 hours ending at noon, 29th Aug. is as follows:—

DISTRICT FORECAST

Formosa Channel ... S. winds, moderate.

South coast of China between Hongkong and Lamook ... do.

Hongkong to Gap Rock ... S.W. winds, strong, moderating; overcast, occasional rain.

South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 28th.

	Previous Day at 3 p.m.	On Date	
		at 6 a.m.	at 3 p.m.
Barometer	29.48	29.51	29.53
Temperature	81	79	80
Humidity	78	83	81
Wind Direction	NW	WSW	W
Force	2	4	3
Weather	cd	cd	cd
Rain	0.36	0.00	2.37
Highest open-air Temperature on 27th ...	87		
Lowest open-air Temperature on 28th ...	72		

HONGKONG TIDE TABLE

From August 28th to Sept. 4th, 1923.

Days of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	29	11 9	6 5	4 40	2 7
Thurs.	30	11 39	6 1	5 22	2 0
Fri.	31	0 5	5 8	6 31	2 9
Sat.	1	0 23	5 6	6 43	3 2
Sun.	2	0 58	5 3	7 56	3 3
Mon.	3	1 28	4 7	7 19	3 6
Tues.	4	2 2	3 5	7 44	3 9
		5 36	4 1	8 15	4 1

BOARD OF CONSERVANCY WORKS OF KWANGFUNG.

Waterlevels in English Feet at 8 a.m.

Place of Observation	Highest W.L. over recorded	Lowest W.L. over recorded	1923.	
			W.L. Aug. 16	W.L. Aug. 21
Wachow, W. River	Feet. +78.50	Feet. -1.43	—	—
Kongmoon, W. River	+14.70	-0.80	—	—
Lingkongchow, N. River	+87.00	—	8.5	8.0
Sambai, N. River	+27.25	-4.00	21.0	20.6
Shaklung, E. River	+16.15	-0.98	4.8	—

Engineer-in-Chief.

BOWEN & CO.,

No. 8, MURDOCH ROAD, SHANGHAI.

Members British Chamber of Commerce (Shanghai). Mr. T. W. BOWEN, Fellow of the Institute of Chartered Shipbrokers, Incorporated by Royal Charter, London.

STEAMSHIP AGENTS & SHIPBROKERS.

For the Purchase, Sale and Charter of Vessels of any Tonnage, Passenger and/or Cargo, New and/or Old, with delivery China at Very Low Prices.

SAVING OPERATORS, MARINE SURVEYORS, AUCTIONEERS, COAL MERCHANTS, FREIGHT BROKERS, METAL MERCHANTS, Machinery For Sale, New and Old in First Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKERS (Members Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA:—GREEN'S PATENT ANCHORS.

SAMUEL WARREN & Co., Ltd. (Sheffield), High-Class Steel Manufacturers (Tank Brand).

Catalogues and Price-Lists on application (Enquiries Welcomed).

CABLE ADDRESS: BOWEN, SHANGHAI. Cables: Bentley, Scott, & Co. 6th Edition and Improved.

ON SALE

HONGKONG HANSHARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1921.

Revised by the Members.

PRICE ... \$5.

DAILY PRESS OFFICE.

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 1st Sept. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

"A" Class Steamers ... 1st Class £92.—2nd Class £52.
 "B" Class Steamers ... 1st Class £84.—2nd Class £46.
 "C" Class Steamers ... 1st Class £58.

S.S. "C" Class Steamers comprise those of the Cargo Type, which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

(Tel. Central 7801)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK.

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ANTIOCHUS" ... via Suez Canal ... 5th Sept.
 S.S. "BELLEROPHON" ... via Suez Canal ... 15th Sept.
 S.S. "CITY OF MAGDAD" ... via Suez Canal ... 25th Sept.
 S.S. "PERSEUS" ... via Suez Canal ... 5th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	30th Aug.	1st Oct.
CORDILLERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
ORILLI	7th Sept.	9th Oct.	13th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £ 55. 0s. 0d. B CLASS (1st Class) ... £ 59. 0s. 0d.
 STEAMERS (2nd) ... £ 63. 0s. 0d. STEAMERS (2nd) ... £ 67. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. C. P. "LECOQ" loading for HAVRE, ANTWERP & DUNKIRK, about end Sept. and may eventually call at Valencia, Alger, Casablanca, Bordeaux, Rotterdam, (if sufficient inducement offers).
 Also through B/Lading issued to HELSINKI, REVAL and RIGA.
 Sailing subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

5, QUEEN'S BUILDING.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

*HAIFONG ... Capt. Ellis Walker ... Wednesday, 29th Aug., at 12 Noon.
 *HAIKONG ... Capt. J. S. Thomson ... Friday, 31st Aug., at 2 p.m.
 *HAIKONG ... Capt. W. O. Patterson ... Tuesday, 4th Sept., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.,
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
 [NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.]

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"MACEDONIA"	11,069	7th Sept.	B'way, Marr., Gib., L'don. & A'warp.
"SICILIA"	8,813	18th Sept.	Spore, Penang, Colombo & Bombay.
"DONGOLA"	8,883	21st Sept.	Marr., Gib., London & Antwerp.
"MANTUA"	10,902	8th Oct.	B'way, Marr., Gib., L'don. & A'warp.
"BOUDAN"	6,686	17th Oct.	Spore, Penang, Colombo & B'way.
"KARMAIA"	9,098	18th Oct.	Marr., Gib., London & Antwerp.
"CALIFORNIA"	7,682	2nd Nov.	B'way, Marr., Gib., L'don. & A'warp.
"NELLORE"	8,883	4th Nov.	Marr., Gib., London & Antwerp.
"MALVA"	10,941	16th Nov.	do.
"KALYAN"	9,062	30th Nov.	do.
"BOUDAN"	6,686	13th Dec.	Spore, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Marr., Gib., London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Marr., Gib., L'don. & A'warp.

1924.

S.S.	Tonnage	From Hongkong (about)	Destination
"KHIVA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call)
"MACEDONIA"	11,069	25th Jan.	do.
"KASHGAR"	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMAIA"	9,098	7th March	do.
"NALDERA"	15,993	21st March	do.
"DELTA"	8,077	4th April	do.
"CHINA"	7,652	18th April	do.

BRITISH INDIA - APCAR SAILINGS

S.S.	Tonnage	From Hongkong (about)	Destination
"JAPAN"	6,052	2nd Sept., 2 p.m.	Singapore, Penang & Calcutta.
"JANUS"	4,334	9th Sept.	do.
"TAKADA"	6,049	28th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"EASTERN"	4,060	1st Sept., 4 p.m.	Manila, Sandakan, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,070	8th Oct.	do.
"ST. ALBANS"	4,500	3rd Nov.	do.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

S.S.	Tonnage	From Hongkong (about)	Destination
"TANDA"	6,858	31st Aug. D.L.	Amoy & Yokohama
"SICILIA"	8,813	1st Sept. Noon	Shanghai.
"TAKADA"	6,049	7th Sept.	Moji & Kobe.
"KARMAIA"	9,098	8th Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,070	11th Sept.	Moji, Kobe & Yokohama.
"NELLORE"	8,883	22nd Sept.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Bangkok must defray their own Hotel expenses at Singapore while waiting on the steamer.

First Cabin Passengers may travel by R.M.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

Telephone: Central 5184

Telegrams (Furnes)

(Incorporated in Great Britain)

St. George's Building

O. S. K.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said.

"LONDON MARU" ... Sunday, 16th Sept.

RIO DE JANEIRO, BANTO, & BUENOS AIRES—via Saigon.

"CHICAGO MARU" ... Tuesday, 18th Sept.

BOMBAY—fortnightly service via Singapore and Colombo.

"ARGUN MARU" (Call at Penang) ... Tuesday, 4th Sept.

"ANDES MARU" ... Thursday, 20th Sept.

SAIGON, HANGKOK, & SINGAPORE—Regular monthly Passenger Service.

"BUSHU MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Hongkong.

"HONOLULU MARU" ... Wednesday, 12th Sept.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"HAWAII MARU" ... Friday, 31st Aug.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"HIMALAYA MARU" ... Wednesday, 12th Sept.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class passengers.

"AMARUSA MARU" ... Monday, 3rd Sept.

TAKAO via SWATOW & AMOY.

"BOSHU MARU" ... Thursday, 30th Aug., 10 a.m.

TAKAO & KEELUNG.

"TOYEN MARU" ... Monday, 3rd Sept.

For sailing dates and further particulars please apply to

Central No. 4, 501

S. SHIMA, Manager.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

Ports	Steamer	Date of Departure	D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 29th Aug.	D.L.
SHANGHAI	"SZECHUEN"	On 30th Aug.	D.L.
SWATOW & SHANGHAI	"SUIYANG"	On 30th Aug.	D.L.
MANILA	"TAMING"	On 31st Aug.	D.L.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 31st Aug.	D.L.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 1st Sept.	D.L.
WEIHAIWEI & TIENTSIN	"HUICHOW"	On 2nd Sept.	D.L.
SHANGHAI	"KANGHOU"	On 4th Sept.	D.L.
SWATOW & HANGKOK	"KIANGSU"	On 4th Sept., 4 p.m.	D.L.
HOIHOW & SINGAPORE	"CHINHUA"	On 5th Sept., 10 a.m.	D.L.
SWATOW & SHANGHAI	"SUNNING"	On 6th Sept.	D.L.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fuzhou), Tuesdays and Saturdays (extending to Tientsin), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 32.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Sailings Subject to Alteration.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Fuzhou, & Amoy
"CHANGSEA"	—	—

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 32.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Chopaka" ... Leave Hongkong 9th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 10th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 30th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA AND P. I. PORTS.

U.S.S. "West Carmona" ... Leave Hongkong 11th Sept.

U.S.S. "West Carmona" ... Leave Hongkong 32nd Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone Central No. 2008.

K. A. HEYUM, Res. Agent.

[22]

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "BOWEN CASTLE" ... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR

LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £86.

FOR SHANGHAI YOKOHAMA & KOBE

S.S. "ROSANDRA" ... sailing on or about 2nd Sept.

S.S. "VENEZIA" ... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "TRIESTE" ... sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... sailing on or about end of Sept.

S.S. "VENEZIA" ... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1020.

Agents.

POST OFFICE NOTICE.

Telegraphic Communication with Gap Rock Light-house is interrupted.

INWARD MAILS.

From	Per	Date
U.S.A., CANADA, JAPAN AND SHANGHAI	Per. Grant	29th Aug.
JAPAN	Rangoon Maru	29th Aug.
London (Letters via Brindisi, 31st July)	Tokyo	29th Aug.
JAPAN	Liban Maru	29th Aug.
SHANGHAI	Soochow	29th Aug.
STRAITS	Mentor	29th Aug.
EUROPE via Suez (London letters only, 2nd Aug.)	Suez	30th Aug.
SAIGON	Amboise	30th Aug.
JAPAN	Yokohama	31st Aug.
EUROPE via Suez (London letters only, 2nd Aug.)	Yokohama	31st Aug.
EUROPE via Suez (London letters only, 2nd Aug.)	Nagasaki Maru	2nd Sept.
London (Letters only, 1st Aug.)	Karnala	7th Sept.

OUTWARD MAILS.

For	Per	Date
Straits, Bangkok, Ceylon, Mauritius, L. Marques, S. Africa, India via D'Kodi.	Suez Maru	Wednesday, 29th, Registration 8.45 A.M. Letters 9.30 A.M.
Egypt & EUROPE via MARSEILLES—due Marseilles, 30th Sept.	Nousang	10.30 A.M.
Japan	Hai/soong	11.00 A.M.
Swatow, Amoy and Foochow	Mantung	1.00 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A.	Per. Pierce	Parcels 3.00 P.M. Registration 4.00 P.M. Letters 5.00 P.M.
Central and South America	Fengles	Thursday, 30th, 8.00 A.M.
EUROPE via SAN FRANCISCO—due San Francisco, 31st Sept.	Suez Maru	9.00 A.M.
Ship sails at 10.00 a.m., 30th Aug.	Yokohama	1.00 P.M.
SAIGON	Fook Sang	2.30 P.M.
Swatow, Amoy and Formosa	Per. Grant	3.30 P.M.
Straits and Calcutta		
Manila		

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"PATROCLUS" 4TH SEPT. Marseilles, London & Rotterdam
 "LYCAON" 17TH SEPT. London, Rotterdam & Hamburg.
 "MENTOR" 24TH SEPT. London, Rotterdam & Hamburg.
 "AGAPENOR" 8TH OCT. London, Rotterdam & Dunkirk.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"AGANEMNON" 1ST SEPT. Marseilles, Havre, Liverpool & Glasgow.
 "KT. TEMPLAR" 20TH SEPT. Genoa, Marseilles, Liverpool & Glasgow.
 "PROMETHEUS" 1ST OCT. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

(VIA KORE AND YOKOHAMA).

"ACHILLES" 12TH SEPT. } Victoria, Seattle & Vancouver.
 "PHILOCTETES" 20TH SEPT. }

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"ANTIOCHUS" 4TH SEPT. via Suez and Boston.
 "BELLEROPHON" 15TH SEPT. via Suez and Boston.

PASSENGER SERVICE

"MENTOR" 31ST AUG. for Moji, Kobe & Yokohama.
 "PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London.
 "MENTOR" 24TH SEPT. for Singapore & London.
 "TEIRESIAS" 5TH NOV. for Singapore & London.
 "SARPEDON" 11TH DEC. for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.).
 AGENTS.

ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

BRANCHES: SHANGHAI, PEKING, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. HIGGAR
 Manager.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: Hongkong

Branches:

Shanghai, 11, Kiang Road.

Bankers—British Concession.

CORRESPONDENTS IN: London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

FROM SERVICE: Attractive rates for all kinds of Deposits & savings are welcome.

T. H. MAI,
 Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

HEAD OFFICE:

Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange

Loans granted on approved securities.

Current Accounts opened and Fixed

Deposits received at rates which may be

ascertained on application.

The Bank also conducts a Savings

Department.

K. O. LAU,
 Chief Manager.

COMMERCIAL.

OPENING QUOTATIONS.

28th August, 1923.

ON LONDON.—	
Telegraphic Transfer	... 1/3
Bank Bills, on demand	... 1/16
Bank Bills, at 30 days' sight	... 1/16
Bank Bills, at 4 months' sight	... 1/16
Credits at 4 months' sight	... 1/16
Documentary Bills, 4 months' sight	... 1/16
ON PARIS.—	
Bank Bills, on demand	... 900
Credits, 4 months' sight	... 900
ON NEW YORK.—	
Bank Bills, on demand	... 51 1/2
Credits, at 30 days' sight	... 52 1/2
ON BOMBAY.—	
Telegraphic Transfer	... 169
Bank Bills, on demand	... 169
ON CALCUTTA.—	
Telegraphic Transfer	... 169
Bank Bills, on demand	... 169
ON SHANGHAI.—	
Bank Bills at sight	... 1000
Private, 30 days' sight	... 1000
ON YOKOHAMA.—	
On demand	... 1000
ON MANILA.—	
On demand	... 1000
ON SINGAPORE.—	
On demand	... 1000
ON BATAVIA.—	
On demand	... 1000
ON HONGKONG.—	
On demand	... 1000
ON SAIGON.—	
On demand	... 1000
ON BANGKOK.—	
On demand	... 1000
SOVEREIGN, Bank's Buying rate	... 8.84
GOLD LRAIP, 100 fine, per toli	... 49.90
BAR SILVER, per oz.	... 50 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
 Authorized Capital ... \$50,000,000
 Paid-up Capital ... \$30,000,000
 Reserve Funds ... \$24,500,000
 Sterling ... \$24,500,000
 Silver ... \$24,500,000
 Reserve Liability of Proprietors \$30,000,000

Board of Directors:
 Hon. Mr. A. G. STEVENSON, Chairman.
 D. G. M. BARNARD, Esq., Deputy Chairman.
 A. H. COMPTON, Esq., W. L. FALCONER, Esq.,
 G. M. DODD, Esq., J. A. FLETCHER, Esq.,
 G. T. M. EDKINS, Esq., H. P. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEVENSON.

Acting Manager: Hongkong: J. M. LATHUR, Esq.
 Manager: Shanghai: G. H. STOTT, Esq.

LONDON BANKERS:
 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
 Hongkong, 14th June, 1923. [37]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balance at 2 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.
 A. G. STEVENSON,
 Chief Manager

Hongkong, 14th November, 1922. [25]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1852
 HEAD OFFICE—LONDON.

Paid-up Capital ... £3,000,000
 Reserve Fund ... £2,800,000
 Reserve Liability of Proprietors ... £2,800,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
 Manager.

Hongkong, May 8th, 1922. [31]

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 80, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 72,000,000
 Paid-up Capital ... Frs. 63,400,000
 Reserve Fund ... Frs. 39,667,253.54

BRANCHES: Hongkong, Saigon, Canton, Shanghai, Hankow, Peking, Tientsin, Yunnan, etc.

BANKERS: IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co.; French American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARSON,
 Acting Manager.

Hongkong, July 12th, 1921. [23]

The "Three Castles" Cigarettes



This advertisement is issued by British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Greenchurch Street, London, E.C. 3.

Authorized Capital ... £23,000,000
 Subscribed Capital ... £21,000,000
 Paid-up Capital ... £21,000,000
 Reserve Fund ... £21,000,000

BANKERS: THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES: Bangkok, Hongkong, Kuala Lumpur, Rangoon, Bombay, Madras, Shanghai, Calcutta, New York, Manila, Cebu, Hongkong, etc.

Chief Manager: Mr. Kan Tong Po, Asst. Manager: Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, PARIS, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
 Manager.

7, Queen's Road Central, Hongkong, May 31st, 1922. [20]

THE BANK OF TAIWAN, LIMITED.

(TAIWAN CHINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ... Yen 60,000,000
 Capital (Paid-up) ... Yen 52,500,000
 Reserve Funds ... Yen 12,180,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES: Japan, Tokyo, Yokohama, Kobe, Osaka, etc.

FORMOSA—Girin, Kagi, Karento, Keelung, Makung, Nanto, Pinar, Shichien, Taichu, Tainan, etc.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, etc.

OTHERS: Hongkong, Bangkok, Singapore, Batavia, Bombay, London, New York, etc.

LONDON BANKERS: LONDON COUNTRY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
 Manager.

Hongkong Branch, 4, Des Voeux Road, Hongkong, 7th September, 1922.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Voeux Road C., HONGKONG.

Established 1918.

Authorized Capital ... \$10,000,000.00
 Paid-up Capital ... 5,000,000.00
 Reserve Fund ... 500,000.00

DIRECTORS: Mr. Pong Wai Ting, Chairman, Mr. Chow Shou, Mr. Huynh Tai, Son, Mr. Kan Ying Po.

Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yun Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Kan Chin Nam, Mr. Ng Chang Lok.

Chief Manager: Mr. Kan Tong Po, Asst. Manager: Mr. Li Tse Fong.

BRANCHES & AGENCIES: LONDON, PARIS, SHANGHAI, KOBÉ, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 5 per cent. per annum
 For 6 months at the rate of 6 per cent. per annum
 For 12 months at the rate of 8 per cent. per annum

KAN TONG PO,
 Chief Manager.

Hongkong, February 26th, 1923. [34]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1924.

A. Capital ... F. 100,000,000 £3,333,333
 Paid-up Capital ... F. 80,000,000 £2,666,666
 Reserve Fund ... F. 19,769,180 £1,647,433
 Special Reserve ... F. 22,660,000 £1,888,333

Head Office: Amsterdam.

Branches at: The Hague, Rotterdam, Head Agency: Batavia.

BRANCHES: Batavia, Medan, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Bandjoeaning, Macassar, Bandoeng, Padang, Palembang, Soerabaya, etc.

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for the HONGKONG DAILY PRESS, LTD., at 11, Chater Road, Victoria, Hongkong; London Office: 131, Fleet Street, E.C. 4.